



ROCK COUNTY DEPARTMENT OF PUBLIC WORKS

Airport - Highways - Parks

3715 Newville Road, Janesville, WI 53545

Phone: (608)757-5450 Fax: (608)757-5470

www.co.rock.wi.us

Public Works Committee Meeting – Airport & Highway

Tuesday, July 24, 2018 – 8:00 a.m.

Public Works Department – Committee Room

3715 Newville Road

Janesville, WI 53545

A G E N D A

1. Call to Order
2. Approval of Agenda
3. Approval of Minutes of June 26, 2018
4. Citizen Participation, Communications and Announcements
5. **AIRPORT BUSINESS**
 - a. Report from Ad Hoc Committee on Airport Future – Information Only
6. **HIGHWAY BUSINESS**
 - a. Resolution – Urging The Governor And Legislature To Pass Legislation To Sustainably Fund Wisconsin's Transportation System
 - b. Resolution – Recognizing John Reid
 - c. Resolution - Approve Revised Relocation Order for CTH A (CTH M–E. County Line)
 - d. Discussion - Interstate Construction Update
 - e. Discussion and Possible Action – Follow-up on Recommendations of Matrix Consulting Group – Public Works, Highway Division Study – Operations and Service Provision Section – Recommendation #4.
 - f. Discussion and Possible Action – Reallocation of County Highway Construction Funds
 - g. Review of Payments
 - h. Next Meeting Date: Tuesday, August 28, 2018 at 8:00 a.m. at the Department of Public Works
7. Adjournment

**RESOLUTION
ROCK COUNTY BOARD OF SUPERVISORS**

Wisconsin Counties Association
INITIATED BY

County Board Staff/Public Works
Committee
SUBMITTED BY



Nick Osborne, Assistant to the County
Administrator
DRAFTED BY

July 5, 2018
DATE DRAFTED

**URGING THE GOVERNOR AND LEGISLATURE TO PASS LEGISLATION TO
SUSTAINABLY FUND WISCONSIN'S TRANSPORTATION SYSTEM**

- 1 **WHEREAS**, local government in Wisconsin is responsible for about 90% of the road miles in the state; and
2
3 **WHEREAS**, Wisconsin's diverse economy is dependent upon county and town roads as well as city and
4 village streets and transit systems across the state; and
5
6 **WHEREAS**, while the increase in transportation funding for local government in the last budget was
7 certainly appreciated, many still are not back to 2011 levels when you adjust for inflation; and
8
9 **WHEREAS**, Rock County and other local governments continue to struggle to meet even the most basic
10 maintenance needs for our transportation system; and
11
12 **WHEREAS**, states surrounding Wisconsin and across the country have adopted sustainable funding plans
13 for their state and local roads; and
14
15 **WHEREAS**, Wisconsin will be at a competitive disadvantage if it does not implement a revenue and
16 spending plan that addresses both our Interstates that were built in the 1950's and 60's and our local and
17 state roads; and
18
19 **WHEREAS**, levy limits do not allow local government to make up for the deterioration of state funding;
20 and
21
22 **WHEREAS**, local governments would not be forced to turn to local wheel taxes or increased borrowing or
23 exceeding their levy limits if the state would finally pass a sustainable funding plan for transportation; and
24
25 **WHEREAS**, Rock County recognizes that our state highway and interstate system is the backbone of our
26 surface transportation system and plays a vital role in the economy of Wisconsin. Both local and state roads
27 need to be properly maintained in order for our economy to grow; and
28
29 **WHEREAS**, from a competitive standpoint Wisconsin motorists pay significantly less than any of our
30 neighbors when you combine the annual cost of the state gas tax and vehicle registration fees.
31
32 **NOW, THEREFORE, BE IT RESOLVED** that the Rock County Board of Supervisors duly assembled
33 this _____ day of _____, 2018 urges the Governor and Legislature to Just Fix It and agree upon a
34 sustainable solution: one that includes a responsible level of bonding and adjusts our user fees to adequately
35 and sustainably fund Wisconsin's transportation system.
36
37 **BE IT FURTHER RESOLVED**, that the Rock County Board of Supervisors directs the County Clerk to
38 send a copy of this resolution to the Wisconsin Counties Association, Rock County Legislative Delegation
39 and to Governor Scott Walker.

Respectfully submitted,

COUNTY BOARD STAFF COMMITTEE

J. Russell Podzilni, Chair

Louis Peer

Mary Mawhinney, Vice Chair

Alan Sweeney

Richard Bostwick

Terry Thomas

Henry Brill

Bob Yeomans

Betty Jo Bussie

PUBLIC WORKS COMMITTEE

Betty Jo Bussie, Chair

Rick Richard

Brent Fox, Vice Chair

Jeremy Zajac

Brenton Driscoll

FISCAL NOTE:

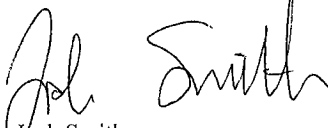
No fiscal impact in and of itself.



Sherry Oja
Finance Director

ADMINISTRATIVE NOTE:

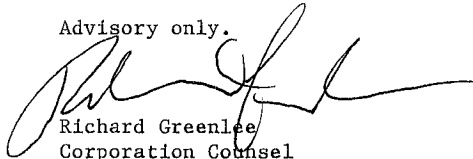
Recommended



Josh Smith
County Administrator

LEGAL NOTE:

Advisory only.



Richard Greenlee
Corporation Counsel

RESOLUTION NO. _____

AGENDA NO. _____

RESOLUTION

ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee
INITIATED BY _____



Duane M. Jorgenson Jr.,
Director of Public Works
DRAFTED BY _____

Public Works Committee
SUBMITTED BY _____

July 13, 2018
DATE DRAFTED _____

RECOGNIZING JOHN REID

- 1 **WHEREAS**, John Reid began his career at Rock County Department of Public Works as a Heavy
2 Equipment Operator on January 7, 2002 and remained in that position until his retirement; and
3
4 **WHEREAS**, Mr. Reid has served the citizens of Rock County for over the past sixteen years and
5 six months as a dedicated and valued employee of Rock County, and will retire from public service
6 effective July 6, 2018; and
7
8 **WHEREAS**, the Rock County Board of Supervisors representing the citizens of Rock County,
9 wishes to recognize Mr. Reid for his long, faithful and dedicated service.
10
11 **NOW, THEREFORE, BE IT RESOLVED**, by the Rock County Board of Supervisors at its
12 regular meeting this _____ day of _____, 2018, directs that a sincere expression of
13 recognition be given to John Reid for his sixteen years and six months of service and expresses to
14 him best wishes for the future.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

COUNTY BOARD STAFF COMMITTEE

Betty Jo Bussie, Chair

J. Russell Podzilni, Chair

Brent Fox, Vice Chair

Mary Mawhinney, Vice Chair

Brenton Driscoll

Richard Bostwick

Rick Richard

Henry Brill

Jeremy Zajac

Betty Jo Bussie

Louis Peer

Alan Sweeney

Terry Thomas

Bob Yeomans

RESOLUTION

ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee
INITIATED BY

Duane M. Jorgenson, Jr., P.E.
SUBMITTED BY



Duane M. Jorgenson, Jr., P.E.
DRAFTED BY

July 16, 2018
DATE DRAFTED

APPROVE REVISED RELOCATION ORDER FOR CTH A (CTH M – E. COUNTY LINE) RECONSTRUCTION PROJECT

1 **WHEREAS**, the County has developed plans and specifications for the reconstruction of CTH A between
2 CTH M and the East County Line in the Town of Johnstown; and

3
4 **WHEREAS**, the project requires purchase of right of way and easements to complete the project; and

5
6 **WHEREAS**, the Rock County Board of Supervisors approved a Relocation Order and Right-of-Way
7 Plat on March 8, 2018.

8
9 **NOW, THEREFORE, BE IT RESOLVED**, that the Rock County Board of Supervisors duly
10 assembled this ____ day of _____, 2018, in accordance with Wisconsin State Statute 32.05,
11 does hereby approve the Revised Relocation Order and related Right of Way Plat for the above
12 referenced project; and

13
14 **BE IT FURTHER RESOLVED**, that the Rock County Public Works Committee and Director of
15 Public Works are authorized to enter negotiations for said interests and make minor modifications to the
16 Revised Relocation Order or Right of Way Plat that may become necessary during negotiations; and

17
18 **BE IT FURTHER RESOLVED**, that said Revised Relocation Order and Right of Way Plat shall be
19 filed within twenty (20) days of adoption or modification with the County Clerk and at the Public Works
20 Department.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

Betty Jo Bussie, Chair

Brent Fox, Vice-Chair


Brenton Driscoll

Rick Richard

Jeremy Zajac

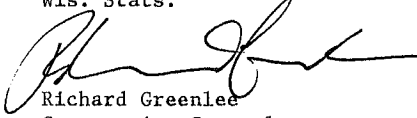
FISCAL NOTE:

Funds are available in DPW-Highway's budget for the purchase of right away for this project.


Sherry Oja
Finance Director

LEGAL NOTE:

The County Board is authorized to take this action pursuant to §32.05(1), Wis. Stats.


Richard Greenlee
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended.


Randolph D. Terronez
Assistant to County Administrator

- EXECUTIVE SUMMARY -

**APPROVE RELOCATION ORDER FOR CTH A (CTH M – E. COUNTY LINE)
RECONSTRUCTION PROJECT**

The project design for the reconstruction of CTH A between CTH M and the East County Line is complete. To carry out the project, the County must acquire certain interests in land to reconstruct the road, install culvert pipes, grade ditches and otherwise complete the project. It is required by Statute that the County Board pass a Relocation Order as the first legal step in the process.

Previously, the County Board approved a Relocation Order and Right-of-Way Plat to acquire real estate throughout the CTH A corridor between CTH M and the East County Line. This revision modifies real estate acquisitions due to changes in parcels and parcel boundaries occurring after the initial plat was completed.

This resolution adopts the Revised Relocation Order and delegates responsibility for implementation to the Public Works Committee and Director of Public Works.

[illegible]

STATION & OFFSET TABLES

POINT	STATION	OFFSET	Y	X
100	424+13.36	32.11	1.1	27980.006
101	424+13.36	0.00	27986.879	54453.329
102	424+13.36	33.95	1.1	27988.035
103	424+13.36	33.95	1.1	27988.035
104	424+13.36	33.95	1.1	27988.035
105	424+13.36	33.95	1.1	27988.035
106	424+13.36	33.95	1.1	27988.035
107	424+13.36	33.95	1.1	27988.035
108	424+13.36	33.95	1.1	27988.035
109	424+13.36	33.95	1.1	27988.035
110	424+13.36	33.95	1.1	27988.035
111	424+13.36	33.95	1.1	27988.035
112	424+13.36	33.95	1.1	27988.035
113	424+13.36	33.95	1.1	27988.035
114	424+13.36	33.95	1.1	27988.035

POINT	STATION	OFFSET	Y	X
115	425+50.00	31.97	1.1	27992.887
116	425+50.00	0.00	27994.102	542200.873
117	425+50.00	34.81	1.1	27997.850
118	425+50.00	34.81	1.1	27997.850
119	425+50.00	34.81	1.1	27997.850
120	425+50.00	34.81	1.1	27997.850
121	425+50.00	34.81	1.1	27997.850
122	425+50.00	34.81	1.1	27997.850
123	425+50.00	34.81	1.1	27997.850
124	425+50.00	34.81	1.1	27997.850
125	425+50.00	34.81	1.1	27997.850
126	425+50.00	34.81	1.1	27997.850
127	425+50.00	34.81	1.1	27997.850
128	425+50.00	34.81	1.1	27997.850
129	425+50.00	34.81	1.1	27997.850

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
100-101	S00°31'22"E	32.11
101-102	S00°31'22"E	31.97
102-103	S00°31'22"E	31.97
103-104	S00°31'22"E	31.97
104-105	S00°31'22"E	31.97
105-106	S00°31'22"E	31.97
106-107	S00°31'22"E	31.97
107-108	S00°31'22"E	31.97
108-109	S00°31'22"E	31.97
109-110	S00°31'22"E	31.97
110-111	S00°31'22"E	31.97
111-112	S00°31'22"E	31.97
112-113	S00°31'22"E	31.97
113-114	S00°31'22"E	31.97
114-115	S00°31'22"E	31.97

TILE COURSE TABLES

COURSE	BEARING	DISTANCE
115-116	N05°56'40"E	31.97
116-117	N05°56'40"E	31.97
117-118	N05°56'40"E	31.97
118-119	N05°56'40"E	31.97
119-120	N05°56'40"E	31.97
120-121	N05°56'40"E	31.97
121-122	N05°56'40"E	31.97
122-123	N05°56'40"E	31.97
123-124	N05°56'40"E	31.97
124-125	N05°56'40"E	31.97
125-126	N05°56'40"E	31.97
126-127	N05°56'40"E	31.97
127-128	N05°56'40"E	31.97
128-129	N05°56'40"E	31.97
129-130	N05°56'40"E	31.97

4

4

POINT	STATION	OFFSET
1151	424+15.19	55.00 RT
1152	424+15.19	55.00 RT
1153	424+15.19	55.00 RT
1154	424+15.19	55.00 RT
1155	424+15.19	55.00 RT
1156	424+15.19	55.00 RT
1157	424+15.19	55.00 RT
1158	424+15.19	55.00 RT
1159	424+15.19	55.00 RT
1160	424+15.19	55.00 RT
1161	424+15.19	55.00 RT
1162	424+15.19	55.00 RT
1163	424+15.19	55.00 RT
1164	424+15.19	55.00 RT
1165	424+15.19	55.00 RT
1166	424+15.19	55.00 RT
1167	424+15.19	55.00 RT
1168	424+15.19	55.00 RT
1169	424+15.19	55.00 RT
1170	424+15.19	55.00 RT
1171	424+15.19	55.00 RT
1172	424+15.19	55.00 RT
1173	424+15.19	55.00 RT

POINT	STATION	OFFSET
1174	425+75.00	40.00 RT
1175	425+75.00	40.00 RT
1176	425+75.00	40.00 RT
1177	425+75.00	40.00 RT
1178	425+75.00	40.00 RT
1179	425+75.00	40.00 RT
1180	425+75.00	40.00 RT
1181	425+75.00	40.00 RT
1182	425+75.00	40.00 RT
1183	425+75.00	40.00 RT
1184	425+75.00	40.00 RT
1185	425+75.00	40.00 RT
1186	425+75.00	40.00 RT
1187	425+75.00	40.00 RT
1188	425+75.00	40.00 RT
1189	425+75.00	40.00 RT
1190	425+75.00	40.00 RT
1191	425+75.00	40.00 RT
1192	425+75.00	40.00 RT

COURSE	BEARING	DISTANCE
100-101	S00°31'22"E	31.97
101-102	S00°31'22"E	31.97
102-103	S00°31'22"E	31.97
103-104	S00°31'22"E	31.97
104-105	S00°31'22"E	31.97
105-106	S00°31'22"E	31.97
106-107	S00°31'22"E	31.97
107-108	S00°31'22"E	31.97
108-109	S00°31'22"E	31.97
109-110	S00°31'22"E	31.97
110-111	S00°31'22"E	31.97
111-112	S00°31'22"E	31.97
112-113	S00°31'22"E	31.97
113-114	S00°31'22"E	31.97
114-115	S00°31'22"E	31.97

COURSE	BEARING	DISTANCE
106-1159	N05°56'40"E	225.00
1178-1179	N05°56'40"E	75.00
1179-1180	N05°56'40"E	33.00
1180-1181	N05°56'40"E	33.00
1181-1182	N05°56'40"E	33.00
1182-1183	N05°56'40"E	33.00
1183-1184	N05°56'40"E	33.00
1184-1185	N05°56'40"E	33.00
1185-1186	N05°56'40"E	33.00
1186-1187	N05°56'40"E	33.00
1187-1188	N05°56'40"E	33.00
1188-1189	N05°56'40"E	33.00
1189-1190	N05°56'40"E	33.00
1190-1191	N05°56'40"E	33.00
1191-1192	N05°56'40"E	33.00

CURVE	LENGTH	RADIUS	LONG CHORD BEARING
T153-T154	108.61	100.00'	N07°38'34"W

CURVE	LENGTH	RADIUS	LONG CHORD BEARING
T153-T154	108.61	100.00'	N07°38'34"W

REVISION DATE: 12/28/2017

SCALE: 1"=50'

PROJECT NUMBER: 41-0716.00

PLAT SHEET: 4.06

GRID FACTOR: N/A

HWY: CTH A

CONSTRUCTION PROJECT NUMBER: 41-0716.00

PS&E SHEET: E

FILE NAME: \ATKINS\MOVA2017\CTH A ROCK COUNTY\ROADWAY\CD\DWG\PLAN\41-0716.00\41-0716.00.DWG

PLAT DATE: 4/20/2018 8:24 AM

PLAT SCALE: 1"=100.00'

WISDOT CADD SHEET 75

STATION & OFFSET TABLES

		RAW POINTS (STATION 1 & OFFSET TABLE)			
POINT	STATION	OFFSET	Y	X	
100	43+15.35	32.11 U	27960.1085	54548.3329	
101	43+15.50	0.00	27968.978	54545.62.02	
102	43+15.52	38.95 R	27935.005	54545.031	
103	43+17.07	32.04 U	27990.1083	54549.938	
104	43+18.15	32.35 U	27980.049	54548.6419	
200	43+19.31	39.35 U	27960.000	54548.3442	
201	43+19.50	39.35 U	27930.031	54548.1423	
202	44+01.99	38.06 U	27993.359	54506.783	
203	44+17.50	37.07 U	27977.308	54515.506	
204	44+17.11	42.00 U	27997.308	54518.105	
205	44+16.54	42.00 U	27966.133	54411.6660	
206	44+15.00	40.07 U	27966.133	54493.1241	
207	44+14.00	32.11 U	27949.1579	54579.2141	
208	44+15.00	33.74 U	27958.621	54531.883	
209	44+16.54	34.10 U	27981.433	54539.948	
210	44+17.50	34.10 U	27968.978	54541.709	
211	45+04.037	41.19 U	27946.0811	54583.103	
212	45+04.48	42.34 U	27946.0811	54583.103	
213	45+04.16	40.39 U	27953.3490	54579.721	
214	45+04.16	33.20 U	27947.9476	54574.876	
215	45+04.16	33.51 U	27945.6137	54580.536	
216	45+04.16	33.51 U	27946.0811	54583.103	
217	80+75.00 U	35.82 U	27964.902	54583.103	
218	80+75.00 U	35.19 U	27967.899	54585.912	
219	80+75.00 U	2.15 U	27967.899	54585.912	
220	80+75.00 U	2.15 U	27967.899	54585.912	

RW COURSE TABLE

COURSE	BEARING	DISTANCE
300-200	S88°13'47"E	1.88
200-201	S88°05'25"E	31.43
201-202	N88°09'39"W	7.00*
202-203	N88°08'23"E	55.11*
203-204	N83°10'06"E	509.33*
204-205	SEE R/CURVE TABLE	
205-206	N74°14'30"E	45.18*
206-207	SEE R/CURVE TABLE	
207-208	N67°13'37"E	304.06*
208-209	N78°28'30"E	40.77*
209-210	N67°19'07"E	435.19*
210-211	SEE R/CURVE TABLE	
211-212	N61°36'29"W	7.48*
212-213	SEE R/CURVE TABLE	
213-214	N76°12'09"E	316.90*
214-215	S17°30'07"E	7.18*
215-216	N78°12'09"E	1009.99*
216-217	N45°14'48"E	79.12*
217-218	N207°06'44"W	75.00*
218-219	N69°02'42"E	33.00*
219-220	S00°17'29"E	150.39*
220-221	S00°17'29"E	29.25*
221-222	N1°34'03"E	4.08*

RW COURSE TABLE	COURSE	BEARING	DISTANCE	SEE RW COURSE TABLE	
				SEE RW CURVE TABLE	SEE RW CURVE TABLE
RW COURSE TABLE	222-223			580°17'30"W	43.54'
	223-224			580°17'30"W	429.98'
	224-225			578°12'00"W	429.98'
	225-226			SEE RW CURVE TABLE	
	226-227			569°14'45"W	106.98'
	227-228			567°28'00"W	74.11'
	228-229			579°03'30"W	227.68'
	229-230			567°18'37"W	246.00'
	230-231			578°50'25"W	30.62'
	231-232			567°19'07"W	250.64'
RW COURSE TABLE	232-233			SEE RW CURVE TABLE	
	233-234			51°14'50"E	8.39'
	234-235			576°13'15"W	25.85'
	235-236			582°40'30"W	8.49'
	236-237			SEE RW CURVE TABLE	
	237-238			583°10'00"W	254.01'
	238-239			500°03'30"W	7.04'
	239-240			581°17'00"W	309.42'
	240-241			588°05'30"W	93.54'
	241-102			N00°11'22"W	7.07'
RW COURSE TABLE	102-101			N00°12'31"W	33.15'
	101-100			N00°23'32"W	32.11'
	100-101			N00°23'32"W	32.11'

THE COURSE TABLES

TILE COURSE TABLE		
COURSE	BEARING	DISTANCE
1192-7260	SET THE CURVE TABLE	
7250-7253	N82°55'15"E	850.51'
7251-7252	SET THE CURVE TABLE	
7262-7253	N67°48'37"E	219.06'
7253-7254	N71°07'28"E	150.33'
7254-7255	N67°48'37"E	150.00'
7255-7256	N64°35'39"E	100.50'
7256-7257	N67°48'37"E	68.69'
7257-7258	SET THE CURVE TABLE	
7258-7259	N18°15'00"W	15.00'

TLE COURSE TABLE		
COURSE	BEARING	DISTANCE
223-1269	S01°42'40"E	6.99'
SEE TLE COURSE TABLE		
2269-2720		
1270-1272	S77°49'48"W	153.81'
1272-1273	S77°49'48"W	100.59'
1273-1272	S77°49'48"W	128.54'
SEE TLE COURSE TABLE		
1273-2724		
1274-126	N05°17'30"E	54.37'
SEE TLE COURSE TABLE		
2269-225		
225-224	N78°17'01"E	423.98'
224-223	N05°17'30"E	49.54'

CURVE	LENGTH	RADIUS	LONG CHORD
T269-T270	144.48'	21590.00'	144.15'
T271-T274	359.02'	22860.00'	338.71'
T26-T25	313.31'	2267.00'	313.06'
T23-T22	31.89'	1895.00'	31.39'

CHORD	LONG CHORD BEARING
1	579°42'56"W
2	573°34'11"W
3	N74°14'39"E
4	N81°16'00"E

TILE COURSE TABLE		
COURSE	BEARING	DISTANCE
1228-1275	N79°03'13"E	40.11'
1275-1276	S67°18'37"W	50.14'
1276-1277	SEE TILE COURSE TABLE	
1277-1278	S69°28'09"W	43.85'
1278-1279	S82°55'16"W	526.60'
1279-1280	S07°04'44"E	15.03'

TLE POINTS STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T102	4349+54.00	50.00' LT
T250	4356+93.05	50.00' LT
T251	4404+43.56	50.00' LT
T252	4414+05.94	50.00' LT
T253	4427+75.00	50.00' LT
T254	4437+75.00	40.00' LT
T255	4458+25.00	40.00' LT
T256	4505+25.00	50.00' LT
T257	4509+93.68	50.00' LT
T258	4524+60.00	50.00' LT
T259	4536+60.00	60.00' LT
T260	4543+15.00	60.00' LT
T311	4551+15.00	50.00' LT
T262	4552+21.46	50.00' LT
T263	4574+50.00	50.00' LT
T264	4587+50.00	60.00' LT
T265	4588+00.00	60.00' LT
T266	4590+00.00	50.00' LT
T267	4593+31.81	50.00' LT

POINT	FILE POINTS	STATION	OFFSET	TABLE
7268	459+49.26		50.00 FT	
7269	460+50.63		40.00 FT	
7270	457+03.81		40.00 FT	
7271	457+03.81		40.00 FT	
7272	456+50.00		50.00 FT	
7273	455+21.46		50.00 FT	
7274	451+75.01		50.00 FT	
7275	447+73.16		50.00 FT	
7276	444+06.94		50.00 FT	
7277	440+43.56		50.00 FT	
7278	438+00.00		45.00 FT	
7279	436+74.00		45.00 FT	
7280	436+74.00		50.00 FT	
7281	436+46.00		60.00 FT	
7282	436+16.00		45.00 FT	
7283	435+93.05		45.00 FT	
7284	434+15.71		45.00 FT	

COILS	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
204-305	55.4'	1060.0'	55.4'	N87.0°W 17.7°E
206-207	227.4'	1290.2'	227.18'	N79.1°W 12.9°E
210-211	67.3'	2333.0'	67.21'	N69.5°W 14.7°E
212-213	298.34'	2540.0'	299.13'	N47.3°W 10.7°E
222-223	31.89'	1868.0'	31.39'	N42.8°W 10.2°W
225-226	313.3'	2767.0'	313.06'	S47.4°W 17.0°W
230-231	204.09'	1133.00'	204.64'	N75.0°W 7°W
236-237	110.20'	1133.00'	110.15'	S80.2°W 5°W

CURVE	T/E CURVE TABLE			
	LENGTH	RADIUS	LONG CHORD	BEARING
1102/1250	127.00	153.00	321.94	N46°38'E71
702/1252	346.75	128.00	314.07	N15°08'E71
712/1715	110.00	330.00	160.84	N69°21'E71
720/1728	230.00	730.00	101.47	N17°17'E71
1102/1708	92.47	230.00	92.46	N18°52'E71
212/212	209.84	230.00	299.13	S14°32'E70W
212/210	67.21	233.00	67.21	S69°59'E71
207/205	223.47	1250.00	327.48	S12°21'E70W
205/204	53.47	200.00	56.41	S83°50'E70W

TLE CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
T24-7277	376.80'	1380.00'	374.84'	S75°05'37"W
T283-7284	182.90'	1675.00'	182.80'	S86°08'44"W
T37-2386	110.20'	1138.00'	110.15'	N80°27'57"E
T38-232	204.92'	204.92'	204.64'	N71°06'57"E

000	PLAT SHEET	4.08
16.00	PS&E SHEET	

00	PLAT SHEET 4.08
16.00	PS&E SHEET

TLE COURSE TABLES

[illegible]

WISDOT/CADD5 SHEET

WISDOT/CADD SHEET 75

STATION & OFFSET TABLES

RAW POINTS STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
311	487+63.98	40.00 LT	274764.535	546866.995
312	487+64.67	0.00	274775.324	546868.009
313	487+65.60	47.84 RT	274675.989	546868.132
401	489+48.96	40.00 LT	274801.233	546864.401
402	500+50.00	40.00 LT	275074.628	546935.197
403	501+00.00	32.44 LT	275078.818	546981.243
404	506+50.00	32.47 LT	275236.027	550514.037
405	514+00.00	40.00 LT	275428.841	551338.677
406	500+50.00	32.81 LT	275468.539	551365.101
407	501+50.00	33.22 LT	275518.626	551363.877
408	501+50.00	0.22 LT	275518.626	551366.873
409	514+53.33	0.00	275384.318	551301.174
410	488+46.00	45.8 RT	275440.150	551301.485
411	489+46.00	32.42 RT	275440.367	551370.487
412	489+46.00	32.29 LT	275398.249	551369.028
413	513+75.00	33.63 RT	275332.306	551327.744
414	514+46.68	38.62 RT	275304.447	551108.387
415	513+44.00	45.00 RT	275286.788	551108.673
416	511+25.00	45.00 RT	275259.219	550993.386
417	511+25.00	33.50 RT	275270.262	550990.566
418	507+50.00	33.55 RT	275177.197	550627.236
419	507+00.00	40.00 RT	275158.532	550607.465
420	491+00.00	40.00 RT	274761.247	549800.574
421	489+38.96	45.00 RT	274718.895	548885.507
422	487+75.00	50.00 RT	274677.441	548712.239

TILE POINTS STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T363	487+64.66	45.00 RT
T377	487+51.38	57.50 RT
T450	489+48.96	45.00 LT
T451	490+50.00	50.00 LT
T452	496+50.00	50.00 LT
T453	497+00.00	45.00 LT
T454	514+03.99	45.00 LT
T456	487+75.00	60.00 RT
T457	496+02.00	55.00 RT
T458	491+00.00	50.00 RT
T459	507+00.00	50.00 RT
T460	507+50.00	45.00 RT
T461	513+65.25	45.00 RT

RAW COURSE TABLE

RAW COURSE TABLE			
COURSE	BEARING	DISTANCE	
313-312	N02°26'25"W	48.25'	
312-311	N01°29'25"W	40.34'	
311-400	SEE RAW CURVE TABLE		
400-401	N75°37'22"E	1101.04'	
401-402	N84°06'36"E	50.55'	
402-403	N75°37'22"E	50.00'	
403-404	N67°03'13"E	50.56'	
404-405	N75°37'22"E	700.00'	
405-406	N82°14'09"E	64.37'	
406-407	N01°24'11"W	50.00'	
407-408	N89°03'50"E	33.00'	
408-409	S01°24'11"E	134.79'	
409-410	S01°24'11"E	135.21'	
410-411	S88°27'58"W	35.00'	
411-412	N01°24'11"W	60.00'	
412-413	N65°27'18"W	43.53'	
413-414	S75°37'50"W	128.37'	
414-415	S14°22'58"E	11.68'	
415-416	S75°37'22"W	119.00'	
416-417	N14°22'58"W	11.40'	
417-418	S75°37'50"W	275.80'	
418-419	S88°26'11"W	50.41'	
419-420	S75°37'22"W	1600.00'	
420-421	S73°43'35"W	151.12'	
421-422	S76°32'59"W	178.17'	
422-313	S88°23'22"W	23.05'	

RAW CURVE TABLE			
CURVE	LENGTH	RADIUS	LONG CHORD BEARING
311-400	183.23'	1930.00'	181.15°
			N75°14'46"W

TILE COURSE TABLES

TILE COURSE TABLE			
COURSE	BEARING	DISTANCE	
311-T363	N02°26'25"W	5.04'	
T363-T450	SEE TILE CURVE TABLE		
T450-T451	N72°47'23"E	101.16'	
T451-T452	N75°37'22"E	600.00'	
T452-T453	N81°20'00"E	50.25'	
T453-T454	N75°37'22"E	1708.99'	
T454-T455	S24°14'09"W	6.40'	
405-404	S75°37'22"W	700.00'	
404-403	S67°03'13"W	50.56'	
403-402	S75°37'50"W	550.00'	
402-401	S84°06'36"W	50.55'	
401-400	S75°37'22"W	1101.04'	
400-311	SEE TILE CURVE TABLE		

TILE CURVE TABLE			
CURVE	LENGTH	RADIUS	LONG CHORD BEARING
T363-T450	380.10'	1935.00'	180.03°
400-311	381.23'	1930.00'	181.15°
			S75°14'46"W

TILE COURSE TABLE			
COURSE	BEARING	DISTANCE	
T377-T413	N01°28'25"W	9.99'	
313-422	N88°23'22"E	23.05'	
422-421	N76°32'59"E	178.17'	
421-420	N75°43'36"E	151.12'	
420-419	N75°37'22"E	1600.00'	
419-418	N68°16'11"E	50.41'	
418-417	N75°37'50"E	375.00'	
417-416	S14°22'58"E	11.40'	
416-1460	S75°37'22"W	375.00'	
T460-T459	S69°54'44"W	50.25'	
T459-T458	S75°37'22"W	1600.00'	
T458-T457	S72°45'37"W	101.12'	
T457-T456	S76°05'50"W	230.08'	
T456-T377	S88°18'58"W	24.43'	

TILE COURSE TABLE			
COURSE	BEARING	DISTANCE	
413-T461	S56°28'29"E	15.32'	
T461-415	S75°37'22"W	142.26'	
415-414	N14°22'58"W	11.68'	
414-413	N75°37'50"E	128.35'	

REVISION DATE: 12/28/2017

GRID FACTOR: N/A

FILE NAME: V:\TAND-AD-0178-CTH-A ROCK COUNTY ROADWAY CLOSURE PLAN-B EAST PLAT SHEET 15-10716, 2011-12, 2010-06

LAYOUT NAME: 412

HWY: CTH A

COUNTY: ROCK

PILOT NAME: 412/2013 8.8.14

PILOT DATE: 4/12/2013 8.8.14

RAW PROJECT NUMBER: 41-0716.00

CONSTRUCTION PROJECT NUMBER: 41-0716.00

PILOT NAME: 412/2013 8.8.14

PILOT DATE: 4/12/2013 8.8.14

PLAT SHEET: 4.12

PS&E SHEET: E

PILOT SCALE: 1 IN. = 100 FT.

WSDOT CADD SHEET 15

STATION & OFFSET TABLES

RUN POINTS STATION & OFFSET TABLE			THE POINTS STATION & OFFSET TABLE		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
48	901+55.400°C	0.21 FT	7554	515+29.52	45.00 FT
49	514+53.23	0.00	7551	524+20.00	35.00 FT
50	898+65.005°C	0.38 FT	7552	524+50.00	50.00 FT
51	541+53.10	40.00 FT	7553	531+25.00	50.00 FT
52	541+52.41	34.68 FT	7554	533+00.00	40.00 FT
53	539+46.55	36.00 FT	7555	538+50.00	40.00 FT
54	539+40.00	36.79 FT	7556	539+25.00	50.00 FT
55	539+50.00	40.00 FT	7557	540+29.57	50.00 FT
56	534+50.00	40.00 FT	7558	541+79.19	50.00 FT
57	534+55.43	41.59 FT	7559	524+34.52	45.00 FT
58	530+25.05	40.58 FT	7560	527+53.50	45.00 FT
59	539+50.00	40.00 FT	7561	998+40.00°C	30.00 FT
60	539+50.00	40.00 FT	7562	999+23.19°C	30.00 FT
61	995+45.005°C	10.37 FT	7563	528+43.79	45.00 FT
62	998+40.005°C	19.65 FT	7564	529+45.75	45.00 FT
63	998+40.005°C	0.00	7565	530+25.00	50.00 FT
64	998+40.005°C	46.30 FT	7566	530+65.00	50.00 FT
65	999+25.005°C	46.73 FT	7567	531+00.00	40.00 FT
66	527+25.00	35.26 FT	7568	540+29.57	45.00 FT
67	527+25.00	35.26 FT	7569	541+49.19	45.00 FT
68	527+25.00	35.26 FT	7570	542+29.57	45.00 FT

RW COURSE TABLE

COURSE	BEARING	DISTANCE
506-501	502°11'08"E	41.96
501-502	502°11'08"E	36.21
502-503	SEE R/W CURVE TABLE	
503-504	575°11'11"W	96.05
504-505	575°04'11"W	50.18
505-506	575°04'11"W	400.00
506-507	572°24'34"W	34.61
507-508	575°11'11"W	408.38
508-509	575°11'11"W	132.05
509-510	530°14'24"E	81.86
510-511	501°17'48"E	65.00
511-512	508°72'28"W	29.65
512-513	508°72'28"W	46.35
513-514	501°17'38"W	85.00
514-515	513°20'37"E	30.27
515-516	503°75'50"W	43.38
516-520	575°11'11"W	957.23
520-521	502°24'01"E	93.48
521-420	508°72'28"W	35.00
409-409	501°24'11"W	135.21
405-408	501°24'11"W	134.79
408-522	508°75'50"W	31.00
522-523	501°24'11"E	50.00
523-524	554°33'39"E	54.86
524-525	507°11'11"E	135.00
525-526	506°57'48"E	50.57
526-527	575°12'27"E	415.00
527-528	508°12'02"E	34.42
528-529	507°11'11"E	222.29
529-530	501°24'01"E	51.49
530-531	575°02'11"E	674.87
531-532	508°75'50"E	76.13
532-533	507°11'11"E	625.00
533-534	509°13'32"E	100.46
534-535	575°02'11"E	104.57
535-500	SEE R/W CURVE TABLE	

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
502-503	158.43'	2325.00'	158.40'	57°14'03"W
535-500	143.55'	2060.00'	143.52'	N73°02'54"E

TLE COURSE TABLES

TLE COURSE TABLE			
COURSE	BEARING	DISTANCE	
T355-500	N71°10'0"E	10.50'	
500-535	S51°10'0"E	SEE TLE COURSE TABLE	
535-544	S75°02'0"E	104.57'	
544-533	S69°34'2"E	104.46'	
533-552	S75°11'1"E	625.00'	
552-531	S64°52'8"E	76.13'	
531-580	S77°00'0"E	674.87'	
580-529	S64°20'4"E	51.48'	
529-511	S75°11'1"E	222.29'	
511-528	S60°12'0"E	38.42'	
528-526	S65°10'2"E	415.00'	
526-526	S66°37'4"E	50.57'	
526-574	N71°11'1"E	135.00'	
574-750	N64°34'0"E	16.36'	
750-755	N75°12'2"E	870.48'	
755-753	N75°10'0"E	50.25'	
753-755	N70°00'0"E	674.46'	
755-754	N87°02'2"E	75.65'	
754-755	N70°02'1"E	650.00'	
755-756	N67°20'0"E	75.68'	
756-757	S55°02'4"E	104.57'	
757-758	SEE TLE COURSE TABLE		

TLE COURSE TABLE		
	BEARING	DISTANCE
502-569	N07°10'00"E	10.80
7549-7548	SSE TIE CHAIN TABLE	
7548-7547	S75°02'41"W	23.57
7547-7546	S46°54'55"W	53.38
7546-7545	S75°02'41"W	40.00
7545-7544	S89°45'19"W	50.25
7544-7543	S75°02'41"W	105.12
7543-5040	N80°41'41"E	7.15
5040-5041	N27°29'54"E	132.00
5041-5042	N75°11'11"E	608.38
5042-5043	N72°38'32"E	34.61
5043-5044	N70°40'49"E	400.00
5044-5045	N70°40'49"E	50.18
5045-5046	SSE TIE CHAIN TABLE	96.05
5046-5047	SSE TIE CHAIN TABLE	

TLE CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
T569-T568	121.30'	2145.00'	122.28'	573°24'41"W
503-502	158.43'	2325.00'	158.40'	N73°14'03"E

TLE CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
500-535	143.55'	2060.00'	143.52'	573.02°54'W
1557-1558	146.05'	2050.00'	146.07'	N77°00'11"E

TLE COURSE TABLE		
COURSE	BEARING	DISTANCE
S1D-T562	N30°41'46"E	30.22'
T562-T561	S01°02'32"E	82.19'
T561-S11	S88°57'28"W	10.35'
S11-S10	N01°17'38"W	55.00'

TLE COURSE TABLE		
COURSE	BEARING	DISTANCE
515-T560	S63°37'56"E	17.94'
T560-T559	S75°12'27"W	303.98'
T559-S18	N13°20'36"W	5.00'
S18-S17	N67°12'27"E	65.35'
S17-S16	N07°31'47"E	50.45'
S16-S15	N05°11'11"E	375.00'

STATION & OFFSET TABLES

POINT	STATION	OFFSET	Y	X
500	541+75.51	40.00' LT	276125.919	553917.201
501	541+63.10	0.00'	276083.957	553918.069
502	541+55.41	34.58' RT	276047.660	553918.830
600	549+38.05	40.00' LT	276183.541	554063.693
601	549+00.00	40.00' LT	276234.511	554857.384
602	553+50.00	32.85' LT	276537.746	554905.839
603	554+55.14	34.01' LT	277015.818	556012.088
604	566+50.00	33.77' LT	277111.471	556466.636
605	570+00.00	40.00' LT	277336.985	556510.075
606	570+35.95	40.00' LT	277204.495	556535.835
607	570+10.71	0.00'	277247.854	556535.748
608	566+97.62	32.26' RT	277169.690	556336.482
609	564+55.51	31.98' RT	276955.769	556089.470
510	555+00.00	31.99' RT	276575.313	555161.437
611	554+50.00	40.00' RT	276458.999	555118.332
612	547+50.00	40.00' RT	276271.925	554475.502
613	547+00.00	31.65' RT	276258.955	554427.077
614	549+88.27	34.01' RT	276115.469	554095.029
615	550+85.84	33.18' LT	276070.975	553124.110
616	558+98.40	33.06' LT	276793.780	555499.353
617	558+90.25	40.00' LT	276801.374	555499.139
618	564+55.95	41.01' LT	277023.666	556010.062
619	558+83.01	32.89' RT	276727.862	555513.183
620	555+85.86	33.82' RT	276510.372	555240.251

POINT	STATION	OFFSET
7558	541+79.19	50.00' LT
7559	541+49.30	45.00' RT
7660	549+38.05	50.00' LT
7661	544+50.00	45.00' LT
7662	570+38.88	45.00' LT
7663	549+36.05	45.00' RT
7664	569+52.45	45.00' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
500-600	SEE TLE CURVE TABLE	
600-601	N65°40'59"E	853.95'
601-602	N74°48'11"E	50.51'
602-615	N65°37'41"E	335.84'
615-616	N65°42'21"E	310.56'
616-617	N01°12'13"W	7.59'
617-618	N67°52'02"E	595.20'
618-603	S18°42'51"E	7.05'
603-604	N65°42'38"E	494.85'
604-605	N57°34'38"E	50.39'
605-606	N65°40'58"E	26.85'
607-607	S01°12'28"E	43.17'
607-608	S66°42'39"W	34.81'
608-609	S66°42'39"W	54.11'
609-619	S58°32'02"W	373.50'
619-620	S62°42'21"W	297.15'
620-610	S66°39'41"W	85.88'
610-611	S58°35'58"W	50.50'
611-612	S66°40'58"W	700.00'
612-613	S73°34'27"W	50.40'
613-614	S66°39'41"W	861.79'
614-502	SEE R/W CURVE TABLE	
502-501	N01°11'08"W	36.31'
501-500	N01°11'08"W	41.86'

CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
500-600	157.09'	2050.00'	157.09'	N65°32'09"E
614-502	188.85'	2325.00'	188.80'	S66°57'18"W

TLE COURSE TABLES

COURSE	BEARING	DISTANCE
7558-7660	SEE TLE CURVE TABLE	
7650-7651	N65°11'43"E	114.66'
7651-7652	N65°40'58"E	2578.58'
7652-606	S01°13'28"E	5.40'
606-605	S66°40'58"W	26.85'
605-604	S07°34'38"W	50.39'
604-603	S66°42'38"W	494.85'
603-618	N18°42'51"W	7.05'
618-617	S66°39'41"W	556.79'
617-616	S01°12'19"E	7.59'
616-615	S66°42'21"W	310.56'
615-602	S66°37'41"W	335.84'
602-601	S74°48'21"W	30.31'
601-600	S66°40'58"W	863.95'
600-500	SEE TLE CURVE TABLE	
500-7558	N01°11'08"W	10.50'

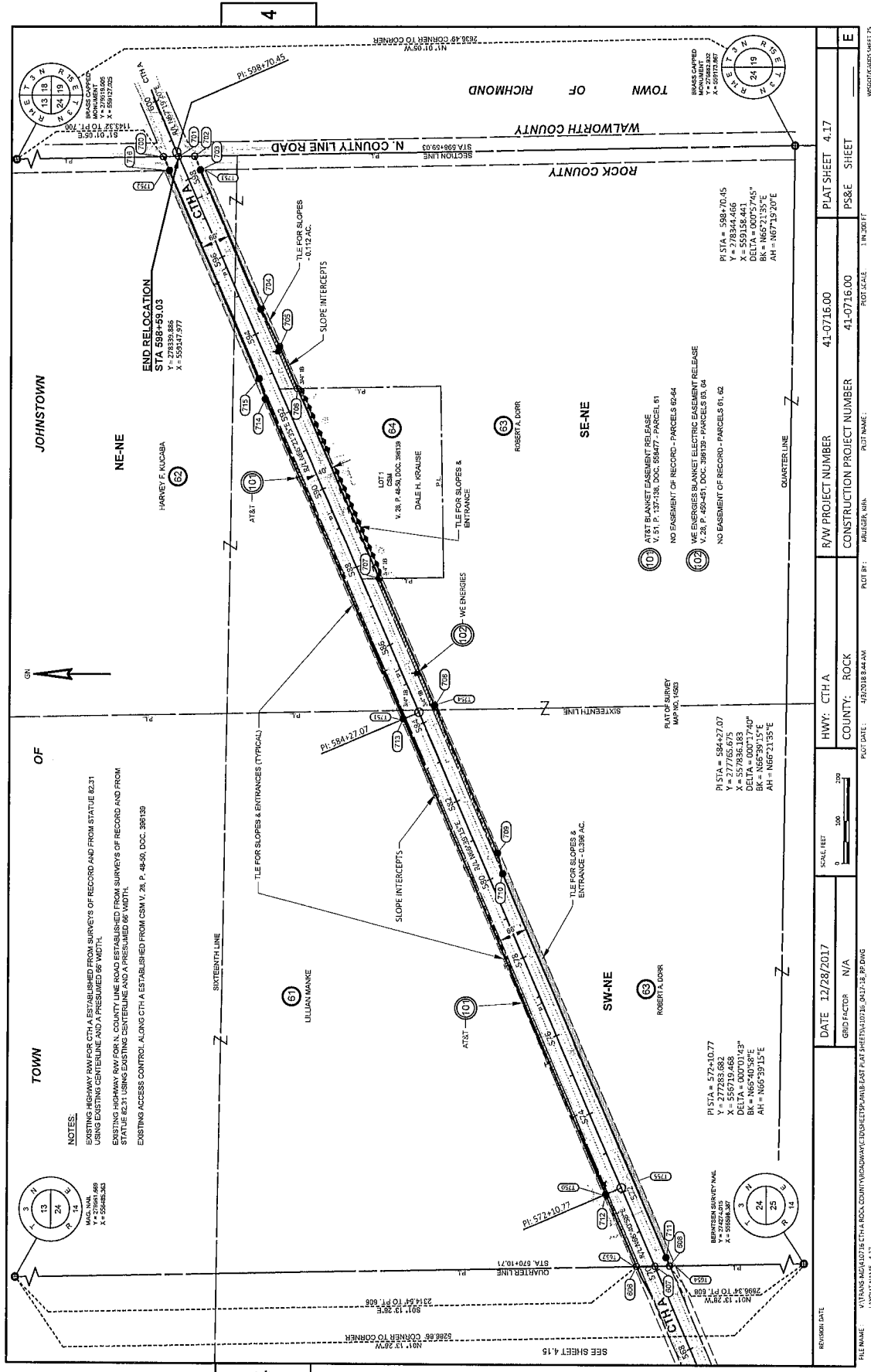
CURVE	BEARING	DISTANCE
7569-502	N07°11'08"W	10.80'
502-614	SEE TLE CURVE TABLE	
614-613	N65°37'41"E	361.79'
613-612	N75°54'27"E	50.40'
612-611	N65°40'58"E	700.00'
611-610	N58°35'53"E	50.50'
610-600	N67°37'41"E	85.88'
600-619	N65°42'21"E	297.15'
619-608	N65°52'02"E	573.50'
609-608	N65°42'39"E	54.11'
608-7554	S01°13'28"E	13.25'
7554-7553	S66°40'58"W	2656.40'
7553-7569	SEE TLE CURVE TABLE	

CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
502-614	188.85'	2325.00'	188.80'	N65°57'18"E
7553-7569	190.75'	2145.00'	150.69'	S67°13'50"W

4

4

REVISION DATE: 4/16/2014	DATE: 12/28/2017	HWY: CTHA	R/W PROJECT NUMBER: 41-0716.00	PLAT SHEET: 4.16
OND FACTOR: N/A	COUNTY: ROCK	CONSTRUCTION PROJECT NUMBER: 41-0716.00	PS&E SHEET: E	
FILE NAME: V:\TANG-MON410716 CTHA ROCK COUNTY ROADWAY\CONSTRUCTION\PLANS\EST PLAT SHEET\410716_0415_1B_BP.DWG		PLOT NAME: 41-0716.00		1 IN. = 500 FT
LAYOUT NAME: 4.16		PLOT SCALE: 1 IN. = 500 FT		WSDOT CADD SHEET 7/5



REVISION DATE	DATE 12/28/2017	SCALE (FEET)	HWY: CTH A	R/W PROJECT NUMBER	PLAT SHEET
FILE NAME	SHO FACTOR	0 100 200	COUNTY: ROCK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET
LAYOUT NAME - 417	N/A		PLAT DATE: 12/28/2017	41-0716.00	E
			PLAT BY: BRIGGS, RLS	1 IN 200 FT	

4

4

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y	X
606	570+28.58	40.00 LT	277247.654	556634.825
607	570+10.71	0.00	277204.695	556535.748
608	569+97.62	32.26 RT	277169.690	556536.493
700	598+74.32	32.26 LT	278375.865	559147.338
701	598+59.03	0.00	278395.886	559147.977
702	598+44.45	35.00 RT	278303.575	559148.651
703	598+28.30	35.00 RT	278280.585	559115.801
704	598+50.00	35.00 RT	278243.803	558787.906
705	598+50.00	40.00 RT	278096.123	558897.703
706	597+42.96	31.25 RT	278056.909	558699.331
707	597+43.97	38.84 RT	277980.976	558150.771
708	596+27.07	40.00 LT	277728.990	557862.128
709	596+50.00	40.00 RT	277579.525	557505.837
710	596+00.00	31.77 RT	277587.266	557456.570
711	579+18.88	32.77 RT	277178.095	556556.029
712	579+20.80	40.00 LT	277242.415	556703.637
713	584+27.17	40.00 LT	277820.355	557820.237
714	592+50.00	40.00 LT	278332.310	558574.015
715	594+00.00	33.67 LT	278146.595	558622.585
716	596+37.24	32.26 LT	278361.563	559114.587

TILE POINTS STATION & OFFSET TABLE

POINT	STATION	OFFSET
7652	579+28.98	45.00 LT
7654	569+92.45	45.00 RT
7750	572+10.80	45.00 LT
7751	584+27.18	45.00 LT
7752	598+42.03	45.00 LT
7753	598+04.53	45.00 RT
7754	594+27.07	45.00 RT
7755	579+10.77	45.00 RT

4

4

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
700-701	S01°01'05"E	35.99'
701-702	S01°01'05"E	37.22'
702-703	S66°21'35"W	35.75'
703-704	S66°21'35"W	35.87'
704-705	S67°29'30"W	100.12'
705-706	S66°46'25"W	107.65'
706-707	S66°24'16"W	489.48'
707-708	S65°09'24"W	326.51'
708-709	S66°39'15"W	877.17'
709-710	S75°39'59"W	50.67'
710-711	S66°37'51"W	981.13'
711-608	S66°42'39"W	21.25'
608-607	N01°13'28"W	24.81'
607-606	N01°13'28"W	43.17'
606-712	N66°40'58"E	183.82'
712-713	N66°39'15"E	1216.17'
713-714	N66°21'39"E	822.89'
714-715	N73°34'41"E	50.40'
715-716	N66°24'16"E	537.44'
716-700	N66°24'16"E	35.74'

R/W POINTS STATION & OFFSET TABLE

POINT	STATION	OFFSET
606	570+28.58	40.00 LT
607	570+10.71	0.00
608	569+97.62	32.26 RT
700	598+74.32	32.26 LT
701	598+59.03	0.00
702	598+44.45	35.00 RT
703	598+28.30	35.00 RT
704	598+50.00	35.00 RT
705	598+50.00	40.00 RT
706	597+42.96	31.25 RT
707	597+43.97	38.84 RT
708	596+27.07	40.00 LT
709	596+50.00	40.00 RT
710	596+00.00	31.77 RT
711	579+18.88	32.77 RT
712	579+20.80	40.00 LT
713	584+27.17	40.00 LT
714	592+50.00	40.00 LT
715	594+00.00	33.67 LT
716	596+37.24	32.26 LT

4

4

TILE COURSE TABLE

COURSE	BEARING	DISTANCE
716-715	S66°24'16"W	537.14'
715-714	S73°34'41"W	50.40'
714-713	S66°21'35"W	822.89'
713-712	S66°39'15"W	1216.17'
712-606	S66°40'58"E	183.82'
606-710	S75°39'59"W	50.67'
710-709	S66°37'51"W	981.13'
709-708	S66°42'39"W	21.25'
708-711	N01°13'28"W	43.17'
711-608	N66°42'39"E	183.82'
608-712	N66°39'15"E	1216.17'
712-713	N66°21'39"E	822.89'
713-714	N73°34'41"E	50.40'
714-715	N66°24'16"E	537.44'
715-716	N66°24'16"E	35.74'

TILE COURSE TABLE

COURSE	BEARING	DISTANCE
703-7753	S01°01'05"E	10.83'
7753-7754	S66°21'35"W	1377.58'
7754-7755	S66°39'15"W	1216.43'
7755-7654	S66°40'58"W	218.33'
7654-608	N01°12'28"W	13.75'
608-711	N66°42'39"E	21.26'
711-710	N66°37'51"E	981.13'
710-709	N75°39'59"E	50.67'
709-708	N66°39'15"E	377.17'
708-707	N66°09'24"E	326.51'
707-706	N66°24'16"E	489.39'
706-705	N66°46'25"E	107.14'
705-704	N67°29'30"E	100.12'
704-703	N66°21'35"E	35.87'

DATE 12/28/2017

CHW: CTHA

HWY: CTHA

CONSTRUCTION PROJECT NUMBER 41-0716-00

R/W PROJECT NUMBER 41-0716-00

PLAT SHEET 4.18

REVISION DATE

FILE NAME: A:\TAMPA\MAV\0716 CTHA ROCK COUNTY HIGHWAY\CHW\CHW\SPRINGS EAST PLAT SHEET\4.07.DWG

LAYOUT NAME: 4.18

CHW FACTOR N/A

COUNTY: ROCK

PLOT NAME: VALIGER, MAH

PLOT SCALE: 1 IN = 200 FT

PS&E SHEET

E

(c) Replacing the Majority of Pickup Trucks with Single-Axle Dump Trucks Would Result in Higher Revenues but Also Higher Costs.

The Department currently has a fleet of 50 pickup trucks (Class 101) that it utilizes to perform routine maintenance on State, County and town roads. Although the pickup trucks are somewhat more maneuverable than larger vehicles, they are limited in the materials and equipment that they can carry, and are of relatively little use to the Department during winter storm events. In this section, the project team analyzes the impact on costs and revenues if the Department made a transition to single-axle dump trucks (Class 106) for most of the routine maintenance currently performed by crew members in pickup trucks.

In performing the analysis, the project team made several assumptions. These are provided in the points below.

- The Department will continue to have a need for a small fleet of six (6) pickup trucks for some routine maintenance and transportation. The project team selected six current pickup trucks for retention in the fleet in the analysis, and assumed that the mileage, costs and revenues currently accumulated by these units would continue in the same manner in the future.
- In analyzing the data for the existing Class 101 and 106 units, it was evident that several individual units were experiencing very low utilization, and therefore, very low costs and revenues. In order to make the analysis more meaningful, the project team eliminated any unit that had not accumulated at least 100 hours in the previous year. There were seven (7) such pickup trucks, and six (6) single axle dump trucks.
- A large number of both pickup trucks and single axle dump trucks in the current fleet are fully depreciated, and therefore are accumulating no depreciation costs. As it is not reasonable to assume that a fully depreciated unit in the current fleet will remain in the fleet for another full depreciation cycle (6 years for pickup trucks and 10 years for single axle dump trucks), the project team added half of the calculated depreciation amounts back to the depreciation cost of individual units that are currently fully depreciated. The calculated depreciation amounts for Classes 101 and 106 are, respectively, \$3,541.67 and \$14,450.00. The project team used 50% of these amounts (\$1,770.83 and \$7,225.00) to add back to the depreciation totals for individual units that are fully depreciated.

- The payloads for pickup trucks and single axle dump trucks are 1 ton and 6 tons, respectively. However, as the single axle dump trucks will be replacing pickups in routine maintenance activities, they will accumulate hours of usage much as the current pickups do. The project team has assumed that, although the much greater payload of a single axle dump truck will reduce the accumulated hours to some degree, this reduction will not be in proportion to the relative payloads, as has been assumed in other analyses in previous sections of the report. For purposes of this analysis, the project team has assumed that single axle dump trucks will accumulate 75% of the hours of usage that the pickup trucks that they replaced have been accumulating. Therefore, if a single axle dump truck had been accumulating, for example, 500 hours of usage, and it is replacing a pickup truck that had been accumulating 200 annual hours of usage, the total hours for the single axle dump truck, after the replacement of the pickup truck would be 650 operating hours (i.e., the 500 hours it had initially been accumulating, plus 75% of the 200 hours the pickup had been accumulating).
- Although payloads for single axle dump trucks are several times those of pickup trucks, these units are more costly to maintain on a per-vehicle basis. Therefore, although the County would receive greater revenues from the conversion, the costs of maintaining these vehicles is much greater as well. The project team utilizes a vehicle equivalency factor of 1.5 for pickup trucks, and a factor of 5.0 for single axle dump trucks, meaning that maintenance and repair costs are approximately 3.3 times those of pickups. The project team has, therefore, assumed that costs would increase by 3.3 times for each unit of use.

Incorporating these assumptions, the project team calculated the total costs and revenues associated with the transition from pickup trucks to single axle dump trucks, and compared these to the current situation. As has been the case in analyses of scenarios in previous sections of this report, the costs associated with the operation of these units is assumed to be directly related to the number of hours the units are operated. Therefore, costs associated with lubrication and anti-freeze, fuel, tires, labor (and therefore, overhead), materials, and sundry items are assumed to vary with the hours accumulated by the replacement single axle dump trucks. Depreciation of the new single axles was assumed to be calculated in the same manner as is currently the case, which is the purchase price less the assumed 15% for salvage value, divided by the WisDOT-

dictated economic life cycle of 10 years. The following table provides the costs associated with the current fleet of pickup trucks and single axle dump trucks.

Current Situation Costs and Revenues			
Unit ID	Class	Total Cost	Total Revenues
000017	101	\$5,800.71	\$7,500.42
000020	101	\$7,876.17	\$6,593.62
000021	101	\$4,790.23	\$4,223.82
000023	101	\$8,632.20	\$11,713.78
000024	101	\$4,387.19	\$3,610.46
000025	101	\$4,850.06	\$6,279.97
000026	101	\$4,100.40	\$2,592.84
000028	101	\$3,852.65	\$4,990.52
000030	101	\$3,900.00	\$8,865.84
000032	101	\$5,318.73	\$6,635.44
000033	101	\$3,942.39	\$5,585.76
000034	101	\$5,398.49	\$10,187.35
000035	101	\$6,765.61	\$12,295.08
000036	101	\$4,332.44	\$9,158.58
000037	101	\$1,807.52	\$7,131.70
000038	101	\$6,305.71	\$6,238.15
000041	101	\$9,512.38	\$9,256.16
000042	101	\$7,544.44	\$9,915.52
000043	101	\$8,851.61	\$9,444.35
000046	101	\$4,263.68	\$4,209.88
000047	101	\$6,638.59	\$2,885.58
000049	101	\$12,751.86	\$6,758.11
000050	101	\$5,245.30	\$6,104.33
000051	101	\$6,117.15	\$11,862.94
000053	101	\$4,101.03	\$7,984.14
000054	101	\$5,153.51	\$10,956.84
000055	101	\$13,165.72	\$9,602.57
000056	101	\$5,640.24	\$5,109.01
000057	101	\$7,528.61	\$5,829.71
000058	101	\$15,404.09	\$10,974.96
000059	101	\$11,894.07	\$10,475.91
000064	101	\$10,647.34	\$13,382.40
000065	101	\$9,064.28	\$1,477.64
000066	101	\$9,324.99	\$3,366.51
000106	101	\$18,752.60	\$9,360.71

Current Situation Costs and Revenues			
Unit ID	Class	Total Cost	Total Revenues
000107	101	\$7,660.93	\$9,797.03
000108	101	\$7,766.36	\$5,004.46
000109	101	\$2,059.99	\$1,445.58
000110	101	\$9,037.18	\$6,628.47
000112	101	\$1,763.28	\$4,635.05
000114	101	\$20,266.79	\$15,569.59
000118	101	\$11,302.89	\$16,205.25
000120	101	\$8,225.52	\$14,508.75
000125	106	\$5,374.53	\$14,958.60
000126	106	\$5,059.50	\$5,578.02
000129	106	\$14,844.18	\$10,415.10
000131	106	\$14,058.16	\$11,300.50
000132	106	\$47,547.97	\$18,057.50
000133	106	\$6,652.08	\$13,397.50
000134	106	\$42,630.92	\$5,689.86
000144	106	\$16,364.18	\$12,460.84
000145	106	\$16,955.92	\$7,782.20
000155	106	\$24,003.14	\$17,698.68
000156	106	\$6,718.42	\$6,384.20
000163	106	\$12,214.60	\$11,090.80
000164	106	\$36,299.45	\$17,917.70
000165	106	\$11,132.14	\$12,628.60
000166	106	\$11,944.76	\$13,187.80
000167	106	\$21,853.10	\$18,598.06
000168	106	\$28,388.54	\$12,675.20
000169	106	\$12,593.88	\$8,178.30
000177	106	\$2,698.81	\$5,242.50
000178	106	\$10,660.26	\$20,853.50
000179	106	\$8,299.22	\$4,855.72
000180	106	\$10,684.41	\$15,154.32
000181	106	\$29,687.53	\$9,716.10
000182	106	\$26,122.89	\$7,852.10
000190	106	\$12,255.71	\$5,219.20
000191	106	\$25,214.14	\$24,115.50
000192	106	\$27,736.57	\$23,206.80
000193	106	\$25,472.61	\$19,012.80
000194	106	\$23,456.43	\$13,490.70
000195	106	\$23,943.18	\$20,876.80

Current Situation Costs and Revenues			
Unit ID	Class	Total Cost	Total Revenues
000196	106	\$26,870.55	\$15,764.78
000197	106	\$25,848.10	\$20,107.90
000198	106	\$25,327.01	\$24,469.66
Total		\$960,657.81	\$784,292.61
Net Profit			\$176,365.20

As the table shows, the County is currently losing \$176,385.20 under the current scenario in which it operates pickups and single axle dump trucks. However, if all but six pickups are eliminated from the fleet and replaced by existing single axle dump trucks, the net loss is \$403,562.94, as the table below shows.

Replace All but Six Pickups with Single Axle Dump Trucks & Purchase One New Single Axle Dump Truck			
Unit ID	Class	Total Cost	Total Revenues
000017	101	\$5,800.71	\$7,500.42
000020	101	\$7,876.17	\$6,593.62
000021	101	\$4,790.23	\$4,223.82
000023	101	\$8,632.20	\$11,713.78
000024	101	\$4,387.19	\$3,610.46
000025	101	\$16,508.34	\$6,279.97
000125	106	\$20,417.16	\$21,459.30
000126	106	\$24,998.26	\$18,090.12
000129	106	\$34,939.18	\$32,643.30
000131	106	\$38,834.97	\$27,936.70
000132	106	\$67,782.85	\$32,061.97
000133	106	\$31,692.10	\$38,938.96
000134	106	\$72,182.44	\$36,515.76
000144	106	\$37,886.23	\$35,422.99
000145	106	\$30,145.72	\$25,662.62
000155	106	\$52,036.97	\$33,338.80
000156	106	\$31,964.11	\$16,939.10
000163	106	\$30,966.10	\$18,325.45
000164	106	\$59,364.62	\$34,861.46
000165	106	\$32,427.27	\$27,933.21
000166	106	\$41,077.12	\$42,930.25
000167	106	\$71,159.24	\$38,615.67

Replace All but Six Pickups with Single Axle Dump Trucks & Purchase One New Single Axle Dump Truck			
Unit ID	Class	Total Cost	Total Revenues
000168	106	\$52,923.03	\$40,145.90
000169	106	\$40,005.46	\$32,253.61
000177	106	\$21,239.74	\$18,051.68
000178	106	\$32,673.29	\$35,469.59
000179	106	\$48,868.24	\$32,371.86
000180	106	\$29,168.52	\$41,419.25
000181	106	\$41,389.50	\$43,268.10
000182	106	\$53,482.30	\$11,556.80
000190	106	\$33,467.94	\$13,659.63
000191	106	\$47,268.11	\$47,584.42
000192	106	\$53,059.06	\$47,769.66
000193	106	\$51,655.44	\$31,559.85
000194	106	\$56,500.52	\$17,115.02
000195	106	\$49,224.26	\$37,495.52
000196	106	\$52,499.55	\$19,389.10
000197	106	\$32,646.06	\$36,726.62
000198	106	\$55,149.72	\$36,090.54
New	106	\$38,032.15	\$36,375.96
Total		\$1,503,463.78	\$1,099,900.84
Net Profit			\$403,562.94

Although the conversion of the pickups to single axle dump trucks is not a true cost savings, there would be some reduction in the calculated deficit in the table in that it allows the elimination of 36 pickup trucks from the fleet, which equate to 54 vehicle equivalent units, thereby reducing the demands on the equipment mechanics in the shop. The addition of three single axle dump trucks will add nine (VEUs) to the fleet, for a net reduction of 45 Vehicle Equivalent Units. Further, the sale of the 36 pickups at 90% of their current book value would result in a one-time revenue of \$357,263.91.

A potential risk in this conversion, however, is that the single axle dump trucks require a greater effort on the parts of crew members to enter and exit the cabs than is the case with pickup trucks. This may result in larger Worker's Compensation claims,

and the County's Risk Manager should assess the likely costs associated with this transition prior to making the final decision to convert to single axle dump trucks. Further, this conversion will impact the DPW's customers as well, as the hourly cost of a single axle dump truck is currently \$49.04 versus the \$14.30 per hour charged for pickups.

(d) In Summary, None of the Three Alternative Scenarios Analyzed by the Project Team Should Be Implemented by the Public Works Department.

The three scenarios analyzed in the previous sections displayed very different results, however none provides any net benefit. The first scenario, in which the feasibility of replacing tri-axle dump trucks with quad-axes was analyzed resulted in a small net loss of \$19,084.99. However, this loss is offset to some degree by the potential of a \$78,859.23 gain on the sale of the tri-axes eliminated from the fleet.

The second alternative scenario, in which the project team analyzed the feasibility of replacing all non-RDS tandem axle dump trucks with quad-axle dumps resulted in a net loss that is much larger than the loss the County is experiencing. Specifically, the current net loss on the current operation of both tandem-axes and quad-axes was calculated at \$188,821.29. The net loss associated with the alternate scenario in which the non-RDS tandems are replaced with quad-axes was calculated to be \$700,605.73, a loss that is \$511,784.44 larger than the current net loss.

The third scenario involved the replacement of all but six of the current pickup trucks in the fleet with single-axle dumps. This scenario resulted in a net loss for the County, as the relatively larger reimbursement rates for single-axle dump trucks as compared to pickup trucks is overwhelmed by the greater costs associated with their repair and maintenance. The current net loss to the County in the operation of the two separate fleet types was calculated at \$176,365.20. The operating loss to the County

through the elimination of 36 pickup trucks and replacing them with single-axle units was calculated to be \$403,562.94, resulting in a net loss even in Year 1, of \$130,066.17 after the sale of the 36 pickups.

The results of each of these scenarios is summarized in the table below.

Fleet Replacement Scenario Summary			
Scenario	Replace Tri-Axles with Quads	Replace Tandem-axes with Quads	Replace Pickups with Single-axes
Current Net Profit	-\$206,744.47	-\$188,821.29	-\$176,365.20
Alternate Scenario Net Profit	-\$225,832.46	-\$700,605.73	-\$403,562.94
One-Time Revenue from Sale of Units	\$78,859.23	\$523,897.36	\$357,263.91
Net Difference for County (Year 1)	\$59,774.24	\$12,112.92	-\$130,066.17

The analysis of these three scenarios indicates that none presents any advantage to the County. One, the replacement of tandem-axle dump trucks with quad-axes, is clearly financially infeasible, notwithstanding the relatively large one-time revenue associated with the sale of the tandem axes. One scenario, the replacement of tri-axle dump trucks with quad-axes, is essentially an even financial swap, however it has the advantages of reducing the total number of hours of utilization, and also standardizes the fleet somewhat.

One complicating factor in the analysis of the first scenario (replacement of tri-axes with quad-axes), however, is that quad-axes cannot be easily retrofitted to function as snow removal equipment in the winter, as there is no room under a quad-axle truck to install a belly blade for plowing purposes. Further, the length and wheelbase of the quad-axes makes them less maneuverable than the tri-axle units. A potential alternative to making a full transition from quad-axes to tri-axes is for the Department to purchase a limited number of tri-axes in the future with standard dump bodies and lifting rams that can be fully removed, with a V-box spreader of similar length installed on the chassis.

This is essentially the approach that the Department has taken with certain of its tandem axle dump trucks, in installing RDS bodies on ten of these units. There is, however, another complicating factor. The project team has recommended that the County terminate its provision of hot mix asphalt services to its customers, which further argues in favor of retaining the tri-axes in the fleet since upgrading the tri-axes to quad-axes would involve the loss of the belly blades on the tri-axes.

Finally, the third scenario, replacing pickups trucks with single-axle dump trucks, is not financially feasible, as it results in a loss of \$403,563. The deficit would be reduced somewhat through the sale of 36 pickups, as well as the reduction in the vehicle equivalent units that must be maintained by the Equipment Maintenance Mechanics. However, the overall result is a net loss to the County in the conversion.

Recommendation #4: The Public Works Department should continue with the current mix of vehicles and equipment in the fleet.

**Rock County Department of Public Works
Division of Highways – Issue Paper**

ISSUE - Reallocation of County Highway Construction Funds

DISCUSSION - The approved 2018 County Highway Construction Budget includes \$3,097,000 to reconstruct 3.4 miles of CTH A from CTH M to the East County Line. Issue have risen regarding real estate and utility relocation work. These processes have been slowed or delayed for various reasons. These impacts to the timeframe of the project will significantly affect the construction process from budgeting and timing perspectives.

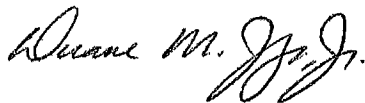
Due to these issues and in an effort to utilize funds responsibly, DPW staff has developed a revised list of projects for 2018. The list includes pulverizing and paving CTH P (Freedom Lane – CTH J), real estate and utility cost for CTH A (USH 14 – CTH M), and begin drainage remediation effort on CTH F (South). The estimated costs are shown below.

<u>Proposed Project</u>	<u>Est. Cost</u>
• CTH P (Freedom Lane – CTH J) Pulverize & pave	\$1,668,000
• CTH A (USH 14 – CTH M) Real Estate & Utility Costs	\$ 450,000
• CTH F (South) Drainage Remediation	<u>\$ 200,000</u>
	\$2,318,000

The remaining \$779,000 of funding authorization would be retained as a contingency for possible cost increases during the year, but with the intent to apply towards the CTH A reconstruction in 2019.

RECOMMENDATION - Authorize reallocation of spending authority as outlined above.

Respectfully submitted by,



Duane M. Jorgenson, Jr., P.E.
Public Works Director

COMMITTEE REVIEW REPORT
FOR THE MONTH OF JUNE 2018

06/28/2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
41-4453-4453-64900	OTHER SUPPL/EXP	P1800697	06/07/2018	HARRIS ACE HARDWARE LLP	29.99
SO.WI.REGIONAL AIRPORT-MAINT. PROG TOTAL					29.99

I have reviewed the preceding payments in the total \$29.99

Date:

Dept _____

Committee _____

COMMITTEE REVIEW REPORT FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
00-0000-0060-16130	SIGNS,POSTS & LU		06/14/2018	DECKER SUPPLY CO INC	125.70
			06/14/2018	TAPCO	872.20
			06/21/2018	PINE RIVER GROUP	3,680.00
00-0000-0060-16140	WEED KILLER				
			06/14/2018	DELONG COMPANY INC,THE	277.93
00-0000-0060-16150	REPAIR PRTS & AC				
			06/14/2018	PORTERS LAWN AND POWER	9.50
			06/14/2018	BODY SHOP SUPPLY CO INC	198.86
			06/14/2018	J AND J BEARING AND TRUCK PART	3,075.58
			06/14/2018	JOHNSON TRACTOR INC	4,900.89
			06/14/2018	MADISON SPRING COMPANY	3,892.92
			06/14/2018	NORTHLAND EQUIPMENT CO INC	1,914.64
			06/14/2018	REINDERS INC	674.70
			06/14/2018	GRAINGER	215.50
			06/14/2018	WIEDENBECK INC	63.73
			06/14/2018	MOTION INDUSTRIES INC	82.34
			06/21/2018	ZARNOTH BRUSH WORKS INC	592.00
			06/14/2018	FASTENAL COMPANY	5.98
			06/14/2018	BADGER TRUCK CENTER INC	1,512.97
			06/14/2018	FERTILIZER DEALER SUPPLY	195.81
			06/14/2018	ORFORDVILLE LUMBER CO	41.36
			06/28/2018	TRIEBOLD IMPLEMENT INC	514.24
			06/14/2018	FORCE AMERICA INC	763.89
			06/14/2018	NAPA AUTO PARTS	584.69
			06/14/2018	MADISON TRUCK SALES INC	4,245.66
			06/14/2018	MID STATE EQUIPMENT JANESVILLE	3,730.15
			06/14/2018	BADGER CONTRACTORS RENTAL	119.94
			06/14/2018	TRUCK COUNTRY OF WISCONSIN	397.40
			06/14/2018	LAKESIDE INTERNATIONAL TRUCKS	943.66
			06/14/2018	FRANK BOUCHER CHRYSLER DODGE	71.44
			06/21/2018	WINTER EQUIPMENT COMPANY INC	520.24
			06/14/2018	AUTOWARES INC	186.67
			06/14/2018	I90 ENTERPRISES TOWING AND TRA	12.95
			06/14/2018	PRECISE MRM LLC	565.98
			06/07/2018	WEX BANK	107.16
			06/28/2018	POWER BUROW PRODUCTS	1,332.93
			06/14/2018	JFTCO INC	1,872.08
			06/14/2018	NORTH CENTRAL UTILITY OF WI LL	513.22
			06/14/2018	MOTION AND CONTROL	30.79
00-0000-0060-16160	TIRES				
			06/21/2018	COMSTOCK TIRE INC	1,271.90
			06/14/2018	POMPS TIRE SERVICE INC	6,941.65
			06/14/2018	GENSCO AIRCRAFT TIRES INC	327.16
			06/14/2018	RUBBER INC	195.06
			06/14/2018	GOODYEAR COMMERCIAL TIRE AND S	3,503.84
00-0000-0060-16170	BATTERIES				

COMMITTEE REVIEW REPORT
FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
00-0000-0060-16180	IRON & STEEL		06/14/2018	JOHNSON TRACTOR INC	710.00
			06/14/2018	INTERSTATE BATTERIES OF ROCKFO	685.05
00-0000-0060-16190	GASOLINE		06/14/2018	WIEDENBECK INC	536.54
00-0000-0060-16200	DIESEL FUEL		06/07/2018	WEX BANK	17,519.53
00-0000-0060-16230	LUBE & OIL		06/07/2018	WEX BANK	43,900.64
00-0000-0060-16350	COLD MIX ASPHALT		06/14/2018	KELLEY WILLIAMSON CO	2,237.88
00-0000-0060-16360	HYDRO SEED MATER		06/28/2018	LAFAYETTE COUNTY HIGHWAY	2,684.27
00-0000-0060-16599	SERVICE REPAIRS		06/28/2018	ROCK ROAD COMPANIES INC	58,764.56
			06/14/2018	DVORAK LANDSCAPE SUPPLY LLC	3,234.80
			06/14/2018	GORDIE BOUCHER FORD LINCOLN ME	202.54
			06/07/2018	BUD WEISER MOTORS INC	387.95
			06/14/2018	POMPS TIRE SERVICE INC	257.82
			06/07/2018	TOM PECK FORD INC.	56.52
			06/28/2018	KB SHARPENING SERVICE INC	100.00
			06/14/2018	MADISON TRUCK SALES INC	711.33
			06/28/2018	MID STATE EQUIPMENT JANESVILLE	8,965.86
			06/28/2018	FAGAN TRUCK AND TRAILER	318.03
			06/14/2018	FRANK BOUCHER CHRYSLER DODGE	1,298.40
			06/14/2018	AT AND T MOBILITY	199.95
			06/07/2018	BURTNESS CHEVROLET INC	77.85
			06/14/2018	LUEBKES TUBES AND HOSES LLC	319.69
			06/14/2018	HIGH VELOCITY DIESEL PERFORMAN	1,963.82
ISF-HWY PROG TOTAL					196,218.34

COMMITTEE REVIEW REPORT
FOR THE MONTH OF JUNE 2018

06/28/2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
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I have reviewed the preceding payments in the total \$196,218.34

Date:

Dept

Committee

COMMITTEE REVIEW REPORT
FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
41-4002-4321-64900	OTHER SUPPL/EXP		06/21/2018	CITY OF JANESVILLE	10.00
				T. AVON ROUTINE MAINTENANCE PROG TOTAL	10.00
41-4006-4400-62119	OTHER SERVICES		06/21/2018	WISCONSIN DEPARTMENT OF	479.91
				T. BRADFORD MISC SERVICES PROG TOTAL	479.91
41-4012-4321-64900	OTHER SUPPL/EXP		06/21/2018	CITY OF JANESVILLE	20.00
			06/14/2018	BJOIN LIMESTONE INC	74.58
				T. FULTON ROUTINE MAINTENANCE PROG TOTAL	94.58
41-4012-4326-64900	OTHER SUPPL/EXP		06/14/2018	PAYNE AND DOLAN INC	9,098.70
				T. FULTON GRADER PATCHING PROG TOTAL	9,098.70
41-4014-4321-64900	OTHER SUPPL/EXP		06/14/2018	FRANK BROTHERS INC	326.34
				T. HARMONY ROUTINE MAINTENANCE PROG TOTAL	326.34
41-4014-4326-64900	OTHER SUPPL/EXP		06/14/2018	ROCK ROAD COMPANIES INC	2,502.72
			06/14/2018	PAYNE AND DOLAN INC	810.06
				T. HARMONY GRADER PATCHING PROG TOTAL	3,312.78
41-4016-4321-64900	OTHER SUPPL/EXP		06/21/2018	CITY OF JANESVILLE	6.00
			06/28/2018	FRANK BROTHERS INC	456.39
			06/07/2018	UNIVERSAL RECYCLING TECHNOLOGI	31.92
				T. JANESVILLE ROUTINE MAINT PROG TOTAL	494.31
41-4020-4400-62119	OTHER SERVICES		06/21/2018	WISCONSIN DEPARTMENT OF	39.03
				T. LAPRAIRIE MISC SERVICES PROG TOTAL	39.03
41-4024-4326-64900	OTHER SUPPL/EXP		06/14/2018	ROCK ROAD COMPANIES INC	2,509.32
				T. MAGNOLIA GRADER PATCHING PROG TOTAL	2,509.32
41-4028-4400-62119	OTHER SERVICES		06/21/2018	WISCONSIN DEPARTMENT OF	90.95
				T. NEWARK MISC SERVICES PROG TOTAL	90.95
41-4030-4321-64900	OTHER SUPPL/EXP		06/14/2018	BJOIN LIMESTONE INC	282.40
COMMITTEE: TC - DEPT OF PUBLIC WORKS					Page: 5

COMMITTEE REVIEW REPORT FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
T. PLYMOUTH ROUTINE MAINT. PROG TOTAL					282.40
41-4034-4321-64900	OTHER SUPPL/EXP		06/28/2018	BJOIN LIMESTONE INC	169.72
T. ROCK ROUTINE MAINTENANCE PROG TOTAL					169.72
41-4034-4324-64900	OTHER SUPPL/EXP		06/14/2018	METAL CULVERTS INC	794.04
T. ROCK BRIDGE MAINTENANCE PROG TOTAL					794.04
41-4034-4328-64900	OTHER SUPPL/EXP		06/14/2018	BJOIN LIMESTONE INC	3,501.61
T. ROCK BLACKTOPPING PROG TOTAL					3,501.61
41-4034-4400-62119	OTHER SERVICES		06/21/2018	WISCONSIN DEPARTMENT OF	153.63
T. ROCK MISC SERVICES PROG TOTAL					153.63
41-4038-4400-62119	OTHER SERVICES		06/21/2018	WISCONSIN DEPARTMENT OF	39.03
T. TURTLE MISC SERVICES PROG TOTAL					39.03
41-4241-4400-62119	OTHER SERVICES		06/21/2018	WISCONSIN DEPARTMENT OF	479.81
C. JANESVILLE MISC SERVICES PROG TOTAL					479.81
41-4290-4290-63599	SUNDRY ITEMS		06/21/2018	SWEENEY, THOMAS	10.00
41-4290-4290-67105	MOTOR VEHICLES		06/28/2018	EWALD AUTOMOTIVE GROUP	22,861.00
COUNTY MOTOR POOL OPERATION PROG TOTAL					22,871.00
41-4300-4110-63100	OFC SUPP & EXP		06/14/2018	STAPLES BUSINESS ADVANTAGE	205.72
41-4300-4110-64200	TRAINING EXP	P1800683	06/07/2018	JP MORGAN CHASE BANK NA	329.00
		P1801733	06/21/2018	US BANK	297.00
41-4300-4110-64911	CLEARING ACCT	P1800683	06/07/2018	JP MORGAN CHASE BANK NA	161.70
COUNTY HIGHWAY ADMINISTRATION PROG TOTAL					993.42
41-4300-4130-62189	OTHER MED SERV		06/07/2018	OCCUPATIONAL HEALTH CENTERS	300.00
DRUG & ALCOHOL COMPLIANCE PROG TOTAL					300.00
41-4300-4192-62210	TELEPHONE				

COMMITTEE REVIEW REPORT
FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
41-4300-4192-62422	RADIO R&M		06/14/2018	PRECISE MRM LLC	1,304.00
			06/07/2018	GENERAL COMMUNICATIONS INC	745.00
			COUNTY HIGHWAY RADIO MAINT. PROG TOTAL		2,049.00
41-4300-4321-62201	ELECTRIC		06/07/2018	ALLIANT ENERGY/WP&L	147.09
41-4300-4321-64900	OTHER SUPPL/EXP		06/21/2018	ROCK ENERGY COOPERATIVE	13.90
			06/14/2018	JANESVILLE SAND AND GRAVEL CO	150.45
			06/07/2018	WISCONSIN DEPARTMENT OF	500.00
			06/07/2018	UNIVERSAL RECYCLING TECHNOLOGI	21.28
			06/21/2018	SYNCHRONY BANK	26.26
			06/14/2018	HIGHWAY CONSTRUCTION	8,949.36
			COUNTY HIGHWAY ROUTINE MAINT. PROG TOTAL		9,808.34
41-4300-4328-63701	CR.STONE/GRAVEL		06/14/2018	FRANK BROTHERS INC	15,712.22
41-4300-4328-63703	SODIUM CHLORIDE		06/28/2018	FRANK BROTHERS INC	9,038.82
41-4300-4328-64900	OTHER SUPPL/EXP		06/14/2018	JOHNSON TRACTOR INC	150.00
			06/14/2018	ROCK ROAD COMPANIES INC	155,981.63
			06/14/2018	FERTILIZER DEALER SUPPLY	65.92
			06/14/2018	DVORAK LANDSCAPE SUPPLY LLC	337.50
			06/14/2018	VERMEER WISCONSIN INC	3,950.00
			06/14/2018	BOBCAT OF JANESVILLE	479.20
			06/14/2018	BADGER CONTRACTORS RENTAL	19.98
			06/14/2018	ACE PORTABLES INC	80.00
			06/21/2018	CROWLEY CONSTRUCTION CORP	14,324.27
			06/21/2018	SYNCHRONY BANK	63.16
			06/14/2018	JFTCO INC	9,000.00
			06/28/2018	HIGHLAND GROUP,THE	36,100.00
			06/28/2018	PRAIRIE LAND SERVICES INC	4,350.00
			06/28/2018	BMO HARRIS BANK NA	250.00
41-4300-4328-67500	RIGHT OF WAY AQU		06/14/2018	FEHLY,STACY LYNN	825.00
			06/28/2018	KELLER,RICHARD E AND AMBER V	5,450.00
			06/28/2018	STEWART,ROBERT H	1,150.00
			06/28/2018	O SCHENKAT,MICHAEL	1,350.00
			06/28/2018	PETERSON,JORDON AND JESSICA	2,800.00
			COUNTY ROAD CONSTRUCTION PROG TOTAL		261,477.70
41-4310-4701-64900	OTHER SUPPL/EXP		06/14/2018	FRANK BROTHERS INC	75.65

COMMITTEE REVIEW REPORT FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
STATE MAINT. AFE 0053-01-01 PROG TOTAL					75.65
41-4310-4703-64900	OTHER SUPPL/EXP		06/14/2018	ROCK ROAD COMPANIES INC	93.72
STATE MAINT. AFE 0053-01-03 PROG TOTAL					93.72
41-4310-4704-64900	OTHER SUPPL/EXP		06/14/2018	ROCK ROAD COMPANIES INC	96.36
STATE MAINT. AFE 0053-01-04 PROG TOTAL					96.36
41-4310-4721-64900	OTHER SUPPL/EXP		06/14/2018	BADGER CONTRACTORS RENTAL	6.00
STATE MAINT. AFE 0053-01-21 PROG TOTAL					6.00
41-4310-4731-64900	OTHER SUPPL/EXP		06/14/2018	ROCK ROAD COMPANIES INC	982.52
			06/28/2018	METAL CULVERTS INC	1,813.04
STATE MAINT. AFE 0053-01-31 PROG TOTAL					2,795.56
41-4310-4733-64900	OTHER SUPPL/EXP		06/21/2018	CITY OF JANESVILLE	42.00
			06/14/2018	DELONG COMPANY INC,THE	277.93
STATE MAINT. AFE 0053-01-33 PROG TOTAL					319.93
41-4310-4734-64900	OTHER SUPPL/EXP		06/21/2018	CITY OF JANESVILLE	66.00
STATE MAINT. AFE 0053-01-34 PROG TOTAL					66.00
41-4310-4740-64900	OTHER SUPPL/EXP		06/28/2018	CORPORATE CONTRACTORS INC	10,583.40
			06/14/2018	PRECISE MRM LLC	532.00
SPECIAL AFE'S PROG TOTAL					11,115.40
41-4310-4770-64900	OTHER SUPPL/EXP		06/14/2018	HIGHWAY CONSTRUCTION	2,019.04
STATE MAINT. AFE 0077-01-00 PROG TOTAL					2,019.04
41-4330-4340-62119	OTHER SERVICES		06/21/2018	WISCONSIN DEPARTMENT OF	16,997.53
FEDERAL AID CONSTRUCTION PROG TOTAL					16,997.53
41-4350-4220-63400	OPERATING SUPPLI		06/21/2018	ZEP MANUFACTURING CO	683.52
			06/14/2018	HAHNS ACE HARDWARE INC	8.76
			06/14/2018	ORFORDVILLE LUMBER CO	35.98
			06/28/2018	FIRST AYD CORPORATION	118.87

COMMITTEE REVIEW REPORT FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
41-4350-4220-63602	CONSUMABLE TOOLS		06/14/2018	KIMBALL MIDWEST	436.76
			06/14/2018	JOHNSON TRACTOR INC	574.66
			06/14/2018	WIEDENBECK INC	837.97
			06/14/2018	FERTILIZER DEALER SUPPLY	272.28
			06/21/2018	FOUR SEASONS SMALL ENGINE REPA	96.36
			06/14/2018	BADGER CONTRACTORS RENTAL	2,944.00
			06/14/2018	FIRST SUPPLY LLC	51.66
			06/14/2018	NORTH CENTRAL UTILITY OF WI LL	694.86
		COST POOLS FIELD SMALL TOOLS PROG TOTAL			
41-4350-4230-62160	CLEANING CONTRAC				
	P1800719	06/21/2018	ALSCO INC	412.95	
41-4350-4230-63400	OPERATING SUPPLI				
		06/14/2018	J AND J BEARING AND TRUCK PART	14.00	
		06/14/2018	KELLEY WILLIAMSON CO	141.92	
		06/14/2018	WIEDENBECK INC	598.53	
		06/21/2018	ZEP MANUFACTURING CO	295.47	
		06/14/2018	FASTENAL COMPANY	0.89	
		06/14/2018	HAHNS ACE HARDWARE INC	32.56	
		06/14/2018	ORFORDVILLE LUMBER CO	9.94	
		06/14/2018	INTERSTATE BATTERIES OF ROCKFO	85.65	
		06/28/2018	FIRST AYD CORPORATION	1,070.16	
		06/14/2018	KIMBALL MIDWEST	2,248.28	
		06/14/2018	AUTOWARES INC	272.60	
		06/21/2018	APPLIED MAINTENANCE SUPPLIES A	890.92	
		06/07/2018	VERITIV OPERATING COMPANY	667.80	
		06/14/2018	NORTH CENTRAL UTILITY OF WI LL	77.20	
		06/21/2018	MOTION AND CONTROL	141.17	
		06/07/2018	ESOC COMMERCIAL TRUCK INC	2,538.36	
41-4350-4230-63516	WELDING SUPPLIES				
		06/14/2018	WELDERS SUPPLY CO BELOIT INC	858.87	
41-4350-4230-63602	CONSUMABLE TOOLS				
		06/14/2018	J AND J BEARING AND TRUCK PART	2,052.00	
		06/14/2018	WIEDENBECK INC	501.25	
		06/14/2018	AUTOWARES INC	81.54	
		06/14/2018	DRAEGER TOOLS LLC	90.37	
		06/14/2018	WRENCHWORKS INC	94.65	
41-4350-4230-64900	OTHER SUPPL/EXP				
		06/21/2018	WISCONSIN LIFT TRUCK CORP	1,222.00	
COST POOLS SHOP OPERATIONS PROG TOTAL					14,399.08
41-4350-4260-63701	CR.STONE/GRAVEL				
		06/28/2018	PAYNE AND DOLAN INC	34,578.27	
41-4350-4260-63706	OIL & EMULSIONS				
		06/28/2018	ROCK ROAD COMPANIES INC	5,251.60	
41-4350-4260-64900	OTHER SUPPL/EXP				
COMMITTEE: TC - DEPT OF PUBLIC WORKS					

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COMMITTEE REVIEW REPORT FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
			06/28/2018	PAYNE AND DOLAN INC	17,433.14
				COST POOLS BITUMINOUS OP PROG TOTAL	57,263.01
41-4350-4270-63500	R&M SUPPLIES		06/14/2018	E AND D WATER WORKS INC	39.25
			06/14/2018	ORFORDVILLE LUMBER CO	156.95
		P1800719	06/21/2018	ALSCO INC	140.00
41-4350-4270-65335	PORT.TOILET RENT		06/14/2018	ACE PORTABLES INC	374.70
				COST POOLS BLDG & GRDS OP PROG TOTAL	710.90
41-4350-4271-62201	ELECTRIC		06/21/2018	ROCK ENERGY COOPERATIVE	24.29
				COST POOLS SALT SHED OPERATION PROG TOTAL	24.29
41-4350-4280-67110	CAP.EQUIPMENT		06/14/2018	DECKER SUPPLY CO INC	16,350.00
			06/21/2018	WISCONSIN LIFT TRUCK CORP	41,079.00
			06/21/2018	VERMEER WISCONSIN INC	79,984.00
				COST POOLS AQU. CAPITAL ASSETS PROG TOTAL	137,413.00
41-4450-4420-64900	OTHER SUPPL/EXP		06/21/2018	ROCK ROAD COMPANIES INC	2,914.30
				COUNTY DEPTS. YOUTH HOME PROG TOTAL	2,914.30
41-4453-4110-62210	TELEPHONE		06/14/2018	AT AND T	67.16
		P1800689	06/14/2018	CHARTER COMMUNICATIONS	925.05
41-4453-4110-62422	RADIO R&M		06/07/2018	GENERAL COMMUNICATIONS INC	78.75
41-4453-4110-63100	OFC SUPP & EXP	P1801839	06/21/2018	OFFICE PRO INC	26.05
41-4453-4110-64918	MARKETING	P1800701	06/21/2018	MIDWEST FLYER MAGAZINE	52.50
				SO.WI.REGIONAL AIRPORT-ADMIN PROG TOTAL	1,149.51
41-4453-4453-62160	CLEANING CONTRAC	P1800703	06/07/2018	PETERSON CLEANING INC	546.28
		P1800720	06/21/2018	ALSCO INC	110.72
		P1801640	06/21/2018	RANDYS WINDOW CLEANING	1,100.00
41-4453-4453-62164	DISPOSAL SERV	P1801401	06/14/2018	ADVANCED DISPOSAL SERVICES	62.37
41-4453-4453-62201	ELECTRIC		06/07/2018	ALLIANT ENERGY/WP&L	2,116.23
41-4453-4453-62410	R & M-VEHICLES	P1801921	06/28/2018	BADGER TRUCK CENTER INC	40.71
41-4453-4453-63503	MACH & EQUIP PTS				
COMMITTEE: TC - DEPT OF PUBLIC WORKS					

COMMITTEE REVIEW REPORT FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
41-4453-4453-64900	OTHER SUPPL/EXP	P1800696	06/14/2018	HALLMAN LINDSAY INC	80.00
		P1800683	06/14/2018	JP MORGAN CHASE BANK NA	307.60
		P1800691	06/21/2018	FASTENAL COMPANY	1.74
		P1800696	06/14/2018	HALLMAN LINDSAY INC	7,959.60
		P1800697	06/07/2018	HARRIS ACE HARDWARE LLP	79.73
		P1800702	06/14/2018	NAPA AUTO PARTS	76.79
		P1800707	06/28/2018	JAYS BIG ROLLS INC	60.00
		P1800708	06/14/2018	MENARDS	20.94
		P1801407	06/07/2018	ENTRANCE SYSTEMS LLC	726.00
		P1801763	06/07/2018	WISCONSIN DNR-ENVIRONMENTAL FE	130.00
		P1801853	06/28/2018	VAN GALDER BUS COMPANY	170.00
		SO.WI.REGIONAL AIRPORT-MAINT. PROG TOTAL			
41-4551-4083-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	87.00
COUNTY PARKS GIBBS LAKE PROG TOTAL				87.00	
41-4551-4084-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	84.00
41-4551-4084-62201	ELECTRIC		06/21/2018	ROCK ENERGY COOPERATIVE	27.51
41-4551-4084-64900	OTHER SUPPL/EXP	P1801841	06/28/2018	BLOYER WELL	282.50
COUNTY PARKS HAPPY HOLLOW PROG TOTAL				394.01	
41-4551-4085-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	277.00
41-4551-4085-65335	PORT.TOILET RENT	P1800625	06/14/2018	ACE PORTABLES INC	185.90
COUNTY PARKS INDIANFORD PROG TOTAL				462.90	
41-4551-4086-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	179.00
COUNTY PARKS LEE PROG TOTAL				179.00	
41-4551-4087-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	200.00
41-4551-4087-64900	OTHER SUPPL/EXP	P1801841	06/28/2018	BLOYER WELL	500.00
COUNTY PARKS MAGNOLIA BLUFF PROG TOTAL				700.00	
41-4551-4088-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	91.00
41-4551-4088-62201	ELECTRIC		06/21/2018	ROCK ENERGY COOPERATIVE	6.37
41-4551-4088-64900	OTHER SUPPL/EXP				
COMMITTEE: TC - DEPT OF PUBLIC WORKS					Page: 11

COMMITTEE REVIEW REPORT FOR THE MONTH OF JUNE 2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
		P1801841	06/28/2018	BLOYER WELL	282.50
				COUNTY PARKS BECKMAN MILL PROG TOTAL	379.87
41-4551-4089-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	21.00
				COUNTY PARKS MURWIN PROG TOTAL	21.00
41-4551-4090-62201	ELECTRIC		06/21/2018	ROCK ENERGY COOPERATIVE	18.54
41-4551-4090-63701	CR.STONE/GRAVEL		06/28/2018	PAYNE AND DOLAN INC	906.11
41-4551-4090-64900	OTHER SUPPL/EXP	P1801754	06/14/2018	BJ ELECTRIC SUPPLY INC	103.57
				COUNTY PARKS ROYCE DALLMAN PROG TOTAL	1,028.22
41-4551-4091-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	159.00
41-4551-4091-62201	ELECTRIC		06/21/2018	ALLIANT ENERGY/WP&L	94.35
				COUNTY PARKS SPORTSMAN PROG TOTAL	253.35
41-4551-4093-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	86.00
41-4551-4093-62201	ELECTRIC		06/21/2018	ROCK ENERGY COOPERATIVE	45.94
				COUNTY PARKS SWEET ALLYN PROG TOTAL	131.94
41-4551-4095-62160	CLEANING CONTRAC	P1800718	06/21/2018	ALSCO INC	49.50
41-4551-4095-63501	GAS & FUELS	P1801843	06/28/2018	FRIENDS OF BECKMAN MILL INC	867.33
41-4551-4095-64900	OTHER SUPPL/EXP	P1800623	06/21/2018	STAPLES BUSINESS ADVANTAGE	174.24
		P1800624	06/21/2018	MENARDS	42.11
		P1801844	06/28/2018	HALO BRANDED SOLUTIONS INC	733.95
				COUNTY PARKS GENERAL MAINT. PROG TOTAL	1,867.13
41-4551-4102-62164	DISPOSAL SERV		06/21/2018	ADVANCED DISPOSAL SERVICES	21.00
				TURTLE CREEK PKY COUNTY PARK PROG TOTAL	21.00
41-4551-4110-63307	LODGING	P1800683	06/07/2018	JP MORGAN CHASE BANK NA	114.96
				COUNTY PARKS ADMINISTRATION PROG TOTAL	114.96
41-4592-4597-69999	NON-CONVERTED EX				

COMMITTEE REVIEW REPORT
FOR THE MONTH OF JUNE 2018

06/28/2018

Account Number	Account Name	PO#	Check Date	Vendor Name	Inv/Enc Amt
		P1801757	06/14/2018	FASTENAL COMPANY	253.93
				2017-18 SNOW GRANT PROG TOTAL	253.93
41-4592-4800-67200	CAPITAL IMPROV				
			06/28/2018	CORPORATE CONTRACTORS INC	1,009.10
		P1701712	06/14/2018	TRAIL DESIGN SPECIALISTS LLC	4,300.00
		P1701713	06/14/2018	TRAIL DESIGN SPECIALISTS LLC	4,325.00
		P1801486	06/28/2018	AYRES ASSOCIATES INC	2,100.00
		P1801842	06/28/2018	WISCONSIN DNR-ENVIRONMENTAL FE	135.00
				PARKS CAPITAL PROJECTS PROG TOTAL	11,869.10

I have reviewed the preceding payments in the total \$604,942.70

Date:

Dept

Committee

**AIRPORT PLANNING AD HOC
ADVISORY COMMITTEE
FINAL REPORT – AUGUST 9, 2018**



**SOUTHERN WISCONSIN REGIONAL
AIRPORT**



REPORT FROM THE AD HOC COMMITTEE ON AIRPORT FUTURE

To the County Board
Rock County
Janesville, Wisconsin

The Rock County Board of Supervisors approved Resolution #17-12A-428 that created an ad hoc committee, with representatives from airport-users/businesses, the community, state and county officials, to make recommendations that will favorably position the Southern Wisconsin Regional Airport (SWRA) in meeting future challenges and opportunities. Specifically, the Ad Hoc Committee was tasked to investigate the following four areas:

- A. A review of the implications of FAA 139 certification (importance of being authorized to provide public passenger service, effect on businesses operations, need for fire suppression function, and impact on County operational activities);
- B. Economic development opportunities;
- C. Management structure(s);
- D. Operational and facility functions.

The Ad Hoc Committee met five times and per the Resolution, compiled its recommendations into this report. Supplemental documentation, which was used for background and evaluation purposes, is included and referenced accordingly. The Committee's membership is contained in Attachment #1.

A. FAA 139 Certification

From 1950 through 1989, commercial passenger service was available at the SWRA. To provide commercial air service, airports are required to maintain – as well as certify – certain operational and safety standards. These standards are contained within what's commonly referred to as FAA Part 139 certified (see Attachment #2).

Despite the departure of commercial passenger service and the lean prospects for the return of said service, the County has continued to maintain its FAA Part 139 Certificate. Annually, the expenses directly attributable to maintaining this certification (excluding staff) are *approximately* \$16,000. For more information, see Attachment #3.

After receiving and evaluating input from the FAA, the State's Bureau of Aeronautics and other peer airports, the Ad Hoc Committee strongly recommends the continuation of the FAA Part 139 Certificate. The investment required to maintain this important value-add standard has direct, as well as indirect, benefits to existing SWRA – as well as prospective – tenants and airfield users.

For example, one benefit includes a possible joint fire station arrangement between SWRA and the City of Janesville. The savings associated with leveraging facility, equipment and training costs would certainly counter-balance the above referenced certification investment figure. While more research is needed, this collaborative model exists in other communities (see Attachment #4). Moreover, maintaining the airfield at the Part 139 specifications is a piece of mind for SWRA-based aviation businesses and pilots alike.

B. Economic Development Opportunities

An Economic Impact Study of the SWRA was recently conducted by the State's Bureau of Aeronautics, which quantifies the overall annual impact of SWRA (see Attachment #5):

- Employment Impact – SWRA is responsible for supporting 237 jobs, which includes 147 direct, full-time equivalent jobs and an additional 90 indirect jobs.
- Economic Output – SWRA is responsible for generating \$65.2 million worth of total economic activity.
- Visitor Spending – Another 11 jobs and more than \$1.06 million are attributed to visitor spending due to SWRA.

As a means to boost SWRA's economic activity, the Ad Hoc Committee researched SWRA's county-owned, T-Hangar portfolio; existing and projected T-Hangar market trends; and T-Hangar tenant feedback (see Attachment #6). **Upon reviewing this data, it's the Ad Hoc Committee's recommendation that the County transition from County/public ownership to a privatized T-Hangar model at SWRA.**

The Ad Hoc Committee also addressed the topic of Runway Protection Zones (RPZ's), particularly as they impact surrounding land uses near SWRA. One such notable impact involves the City of Janesville's STH 11 Business Park – namely the extension of Innovation Drive to USH 51. In consideration of timing, as well as authority, the Ad Hoc Committee forwarded this request to the County's Public Works Committee for its immediate consideration.

After balancing the likelihood of future airport instrumentation expansion versus the transportation-related enhancements of the business park, and its expansion capabilities, the Public Works Committee agreed with the Ad Hoc Committee's recommendation to pursue the RPZ exemption (i.e. land release) for the above referenced roadway extension.

In addition, the Ad Hoc Committee also offered the following recommendations:

- Increasing the focus and frequency of SWRA marketing efforts.
- Investigating and targeting aviation and non-aviation related activities, such as seasonal or single-use events, that SWRA could host (e.g. air shows, music festivals, etc.).

C. Management Structure(s)

Airports in the U.S. show a range of governance models and the Ad Hoc Committee requested and received various Wisconsin-based models (see Attachments #7 - #9). **With input from Corporation Counsel, the Ad**

Hoc Committee recommends separating the airport operations from the Public Works Committee via the creation of an Airport Board. This 9-member, appointed Airport Board would have three County Board of Supervisors and six community members – specifically those possessing aviation-related expertise and said experience.

The Airport Board would be a standing governing committee and report to the full County Board of Supervisors. While SWRA staffing and operations would continue to fall within the County's existing rules and regulations, an Airport Manager would be responsible for providing departmental leadership functions and report directly to the County Administrator.

The Ad Hoc Committee in recommending this option requested the Corporation Counsel to determine its feasibility. Subsequently, Rock County Corporation Counsel Rich Greenlee stated that County Board Rule IV (F) states that "each committee shall be composed of a majority of County Supervisors and such additional members as required by law and approved by the County Board. In order to have an "Airport Board" have more citizen members than County Board supervisors, this rule would also need to be amended. Amending the County Board rules normally occurs during the election of a new term of county board members which would be in April of 2020. Amending the Board rule prior to this date would require a 2/3rds vote of the County Board.

D. Operational and Facility Functions

With the valuable assistance of the State's Bureau of Aeronautics, the Ad Hoc Committee reviewed SWRA operational, staffing and budgetary data against a series of comparable Wisconsin airports. This comparison documented the uniqueness of SWRA, particularly as it concerns cost-accounting methodologies and related inter-departmental cross-charges. Unlike peer airports, SWRA essentially operates financially as a stand-alone department. For more information, see Attachments #10 - #13.

For this reason, as well as others, the Ad Hoc Committee recommends preserving, as well as enhancing, SWRA's operational and facility functions when/where possible. While establishing the Airport Board represents a first step, it should not be considered the final step. Instead, the Ad Hoc Committee is hopeful this new management structure will address and/or facilitate future operational and facility improvements.

Conclusion

The Ad Committee hereby submits this report, complete with supporting documentation, and respectfully requests your favorable consideration and concurrence with the above outlined recommendations. Thank you.

Respectfully,

Brent Fox, Chair

Ad Hoc Committee on Airport Future and Supervisor, District #19

August 9, 2018

AD HOC COMMITTEE ON AIRPORT FUTURE MEMBERSHIP

NAME	ORGANIZATION
Brent Fox (Chair)	Hendricks Holding Company & County Supervisor, District #19
Jim Freeman	Helicopter Specialties
Bonnie Cooksey	Janesville Jet
Evan Redders	SC Aviation
Sherri Stumpf	Blackhawk Community Credit Union
Larry Squire	Johnson Bank
Larry Barton	Private Attorney, Rock County Court Commissioner
Aimee Thurmer	Greater Beloit Chamber of Commerce
Ryan McCue	City of Janesville
Mark Gunn	Town of Rock
James Otterstein	Rock County Economic Development
EX-OFFICIO:	
Duane Jorgensen	Rock County Public Works
Greg Cullen	Southern Wisconsin Regional Airport
Mark Graczykowski	WisDOT - Bureau of Aeronautics

Title 14, Code of Federal Regulations, Part 139

Establishes certification requirements for airports serving scheduled and unscheduled air carrier aircraft with more than 30 seats; serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats; and does not apply to airports at which air carrier passenger operations are conducted only because the airport has been designated as an alternate airport.

To obtain a certificate, an airport must agree to certain operational and safety standard and provide for such things as firefighting and rescue equipment.

To ensure that airports with Airport Operating Certificates are meeting the requirements of Part 139, FAA Safety Inspectors conduct certification inspections. These typically occur yearly, but FAA can also make unannounced inspections. Inspections include: pre-inspection review, in-briefing with airport management, administrative inspection of files, movement area, aircraft rescue and firefighting, fueling facilities, night inspection and post inspection briefing with airport management.

If FAA finds that an airport is not meeting its obligations, it often imposes an administrative action. It can also impose a financial penalty for each day the airport continues to violate a Part 139 requirement. In extreme cases, FAA might revoke the airport's certificate.

Q&A with FAA and WI Bureau of Aeronautics (BOA)

Q1: Since JVL doesn't currently have any commercial flight operations (considered Part 121 or 380), can we request to cancel our Part 139?

A: Yes, make the request with our FAA Regional Flight District Office (FDO). The FAA will consider the request, ensuring that any safety-related corrective action is completed or scheduled for completion. The FAA will then decide on the surrender request.

Q2: How long would the request to surrender process take?

A: After initially sending the request to the ADO, approximately 30-45 days.

Q3: Can JVL re-apply for a Part 139 certificate should a commercial carrier commit to providing service to JVL in the future?

A: Yes. The FAA simply conducts a re-certification inspection (similar to the Periodic inspections JVL has undergone previously), and issues any corrective action along with the new certificate. The FAA inspector would work with Airport Manager and barring major issues, issue new certificate within a couple weeks.

Q4: Would JVL lose its status as a national Plan of Integrated Airport Systems (NPIAS) airport?

A: No. JVL will not lose its status on NPIAS report. JVL's Part 139 status has no bearing on any existing obligations or eligibility under the Airport Improvement Program (AIP). We wouldn't be penalized to receive AIP federal funds nor receive lower priority for future projects. This wouldn't be perceived negatively with state funds either.

Q5: Do non-Part 139 airports self-inspect?

A: Since the FAA wouldn't be inspecting, the state BOA would perform this function but less frequently. 3-5 years versus 12-24 months.

Q6: Do non-Part 139 airports typically continue to follow same standards?

A: Yes. Majority of non-139 airports continue to follow rules and guidelines established by the FAA and state. Airports still have a responsibility to maintain safe operating practices.

Q7: Would losing Part 139 status have any impact on Part 61, 91, 135, or 141 holders (flight schools or charter flight operators)?

A: No impact from FAA or state. Each certificate holder would have to answer that, but doubtful as many other non-Part 139 airports have those same entities without issue.

Q8: Would there be any negative impact to the Control Tower-Midwest ATC being funded through the FAA to operate?

A: No. There are federally funded Control Towers that operate at non-139 airports. Those airports are funded due to the number of operations not if the airport is 139 or not.



PART 139 EXPENSES

All,

I was tasked at the April meeting to identify and quantify expenses associated with being a Part 139 certified airport. The DeKalb Taylor Municipal Airport Manager has been trying to obtain a Part 139 status at their airport. As such, he provided some detailed items that he provided to his governing board. Keep in mind, this is an example of what Rock County may be requesting should we go a long period of time without following Part 139 guidelines and/or eliminate current staffing.

1) Personnel:

First 12 months, 1 full-time person dedicated to developing the following items: application for Part 139 operation, Airport Certification Manual update, Airport Emergency Plan, Snow and Ice Removal Plan, ARFF Plan, Safety Area Plan, fuel handling and storage plan, self-inspection program, pedestrians and vehicle plan for moving about the airport, security/surveillance lighting plan, airport condition reporting plan, construction procedures plan, NAVAID Protection Plan. **(All things SWRA currently maintains).**

Increase Labor Cost: Year 1: employee 1: \$70,000

Year 2: employee 1: \$70,000

Employee 2: \$40,000

2-year total: \$180,000 (assumed labor only, insurance separate)

It may be possible that an outside consulting firm would be needed to complete these tasks.

2) Facilities:


This is very subjective. Things to consider are:

Description	Low end	High end
Airport Layout Plan Update	\$150,000	\$250,000
Environmental Assessment for Development Program	\$150,000	\$250,000
Security Upgrades Required by Part 1542	\$25,000	\$100,000
Runway and Taxiway Re-marking	\$20,000	\$30,000
Fencing and Gates Upgrade	\$500,000	\$750,000
Isolated Repair/Upgrade To Lights And Signs	\$75,000	\$150,000
Pavement Condition Upgrades	\$1,000,000	\$5,000,000
Removal Of Obstructions And Trees As Necessary	\$20,000	\$40,000

1716 W. Airport Rd., Suite 100, Janesville, WI 53546

Phone: 608-757-5768 Fax: 608-758-3060

E-Mail: info@jvlairport.com Web: www.jvlairport.com



SOUTHERN WISCONSIN REGIONAL AIRPORT		
Totals	\$1,920,020	\$6,570,000

3). Equipment and Material:

Dedicated ARFF Vehicle and all equipment -- depending on truck size, \$450-\$700,000

Foam and fire product material - \$10,000 - \$18,000 annually

Associated training to maintain/use ARFF - \$3,000 - \$5,000 annually

CURRENT JVL PART 139 EXPENSES

Assuming our staff remains the same, but not operating under Part 139 certificate, thus removing a need for certain programs and training. These are annual expenses.

Wildlife Training	\$670	
Night Airport Inspection	\$520	Labor premium only
Fire/ARFF Training 40-hour class in KY	\$3,200	2 people
Fire/ARFF Training 4-hour refresher at O'Hare	\$100	4 people
ARFF Miscellaneous	\$400	Equipment use
Computer training program	\$1,254	
Emergency Response Vehicle	\$575	Maintenance
**Painting & Markings	\$6,000	
**Airport Operations Training	\$3,000	Crew to learn FAA standards
**Calibration of Bowmonk surface condition equipment	\$580	
Total	\$16,299	

** = these expenses are needed regardless of 139 certificate but could possibly be reduced by half

Rock County paid approximately \$502,000 in wages & benefits during 2017 to all airport employees.



JOINT-USE FIRE STATION

All,

At the April meeting, we discussed the possibility of having a City of Janesville Fire Department station on our airport property. There are other airports that have a similar model. I spoke with the Airport Director, Bloomington, IL. They have a joint-use fire station located on the airport. It has been used in that method very successfully for many years. The model they used to develop and maintain is as follows:

- Design funding was 90% Federal, 5% State, and 5% local.
- Structural funding was 90 % Federal and 10% local.
- They have two dedicated ARFF trucks that can't be used off the airport without Director approval.
- All firefighters are city employees.
- The airport budget pays for ARFF training and ARFF equipment repair.
- The airport gave the land to the city for benefit of having station on airport property.
- The station responds to structural fires and EMT calls but always leaves staff to cover airport.

This is offered as an example. This exact funding structure may not be what SWRA can obtain one day.

//s//

Greg Cullen, CM
Interim, Airport Manager

Economic Impact

2018

Southern Wisconsin Regional Airport (JVL) Janesville, WI

Airports and economic development

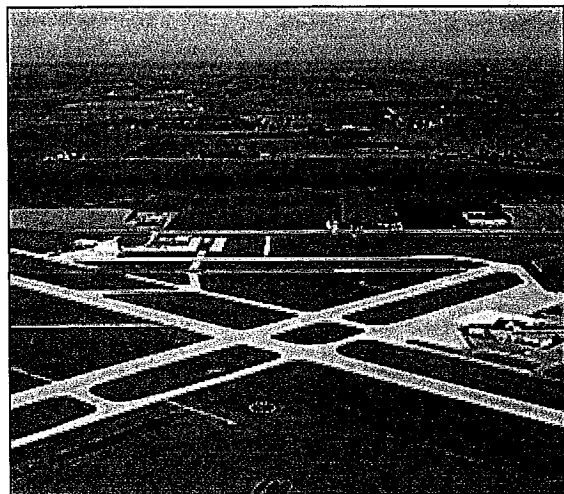
The local general aviation airport is fast becoming the principal access route from a community to the nation and world. As an important part of our statewide transportation network, local airports such as Southern Wisconsin Regional Airport play a critical role in fostering business growth and economic development.

Convenient access to air transportation allows businesses to quickly move goods and key personnel from one site to another, saving valuable time and increasing productivity.

The local airport can also provide facilities for emergency medical flights, law enforcement, agricultural spraying, pilot training, and many other important community services.

Communities that are readily accessible by air transportation are at a competitive advantage and may realize economic and quality of life benefits that can affect every citizen.

As an integral part of our state transportation network, Southern Wisconsin Regional Airport in Janesville plays a critical role in fostering business growth and economic development in the region.

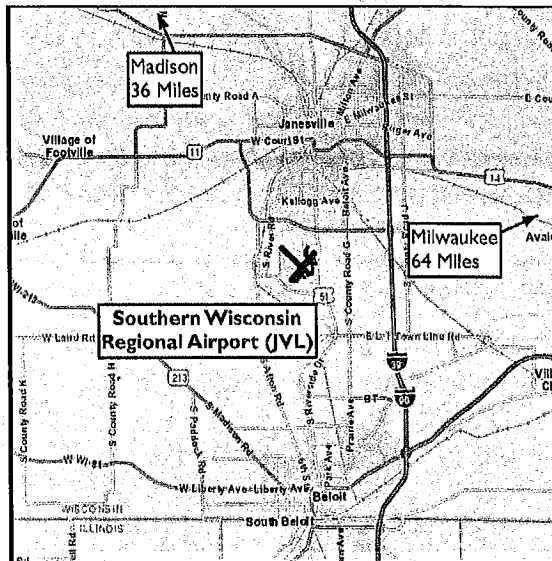


Southern Wisconsin Regional Airport

Airport location

Southern Wisconsin Regional Airport is located in the city of Janesville, Rock County (southern Wisconsin).

Easily accessible from Interstate 39/90 and State Highway 11, Southern Wisconsin Regional Airport is 90 miles northwest of Chicago and 60 miles southwest of Milwaukee.



The airport provides a safe and convenient environment for travel, business aviation, and related business activities.

Airport services and activity

Owned and operated by Rock County, the airport is classified as a Regional General Aviation Airport in the FAA's *National Plan of Integrated Airport Systems (NPIAS)* and a Large General Aviation Airport in the *Wisconsin State Airport System Plan: 2030 (SASP)*.

In 2017, the airport recorded 32,606 aircraft operations and was home for 67 based aircraft, including 24 jets. The airport has one Fixed Base Operator – Janesville Jet Center; 40 T-hangars and 20 tenant hangars.

Economic Impact

2018

Southern Wisconsin Regional Airport (JVL)

Janesville, WI

Amenities in the airport terminal include conference rooms for rent, wi-fi, a diner, as well as a pilot's lounge.



Airport Fire and Rescue Vehicle

Airport facilities

Southern Wisconsin Regional Airport is an air traffic controlled airport that has three paved runways.

The primary runway (14/32) is 7,300 feet long by 150 feet wide. Lighting aids on this runway include a medium approach lighting system, high intensity runway lights, precision approach path indicator, and runway end identifier lights.

The second primary runway (04/22) is 6,700 feet long and 150 feet wide. Lighting aids on this runway include a medium approach lighting system, precision approach path indicator and high intensity runway lights.

The third runway (18/36) is 5,000 feet long and 75 feet wide. Lighting aids on this runway include medium intensity runway lights.

The economic impact of Southern Wisconsin Regional Airport

This report documents a recently completed study by the WisDOT-Bureau of Aeronautics and Bureau of Planning and Economic Development on the

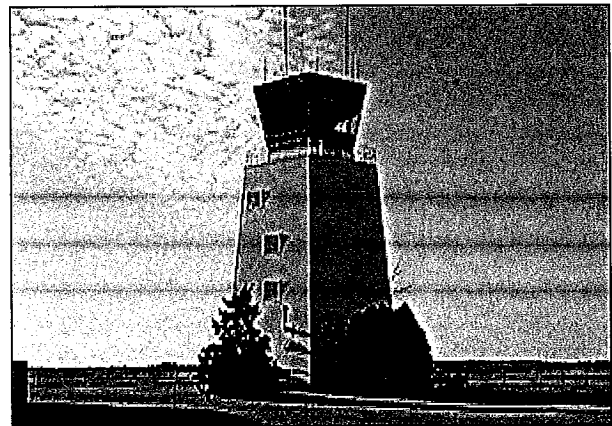
¹ Employment is a count of full-time, part-time, and seasonal jobs. IMPLAN Employment Conversion Table was used to convert the employment to Full Time Equivalent (FTE) for the report.

economic impacts of Southern Wisconsin Regional Airport to the local economy.

An economic impact analysis examines the airport activities on the economy in a specified area in terms of changes in sales, labor income, value added, and jobs.

In order to estimate the economic impact of Southern Wisconsin Regional Airport, economic multipliers were calculated using IMPLAN. IMPLAN, or Impact Analysis for Planning, is an economic impact assessment tool that uses an input-output model framework for estimating the economic impact that an event, project or industry has on a region's economy. Estimates are made by identifying the direct effects of the event, project, or industry and applying region-industry specific multipliers to estimate indirect and induced effects.

The economic impact of Southern Wisconsin Regional Airport is comprised of three types of effects: *direct, indirect, and induced effects*. Each of these is expressed in terms of their effect on economic output, employment¹, labor income and value added to the county.² In addition, the impact of visitor spending generated as a result of the airport's operations were also estimated.



Airport Air Traffic Control Tower

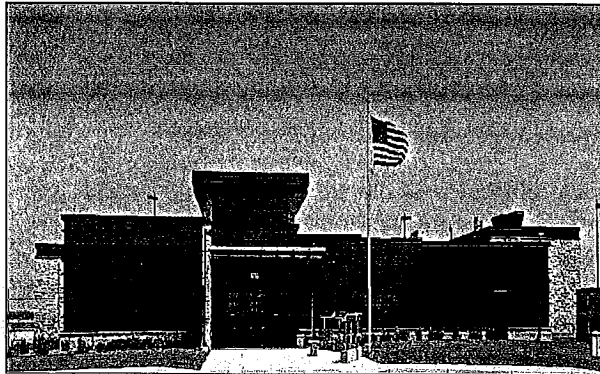
² The difference between an establishment's total output and the cost of its intermediate inputs (i.e., employee compensation, proprietor income, other property income, taxes on production and imports net of subsidy).

Types of Impacts

The direct effect of Southern Wisconsin Regional Airport on the local economy reflects the jobs, labor income and output directly related to airport operations.

The indirect effects reflect jobs, payroll, and sales generated by industries that support airport operations. These effects capture spending by the supplier industries to the airport operations.

The induced effects are the results of increased household spending due to direct and indirect effects. These effects are dependent upon the spending pattern of households, which could be highly variable over time.



Airport Terminal

Other benefits

The study also measured public revenue generated at the local and state level from airport and aviation related fees.

In 2017, Southern Wisconsin Regional Airport generated \$137,073 in revenue from leases. Other fees, concession rents, and revenues generated \$274,117.

Local economic impact

The results of the study indicate that Southern Wisconsin Regional Airport provided \$65.2 million in economic output, supported 237 jobs,

\$18.6 million in labor income, and \$32.5 million in value added to the local economy in Rock County.

The induced economic effect of airport provided an additional 87 jobs, \$12.1 million in economic output, \$3.8 million in labor income, as well as \$7 million of value added to the county.

Airport Related Activities (Janesville)

	Employment (FTE)	Labor Income (\$M)	Value Added (\$M)	Output (\$M)
Direct Effect	147	\$14.6	\$26.7	\$53.5
Indirect Effect	90	\$4.0	\$5.8	\$11.7
Total	237	\$18.6	\$32.5	\$65.2

Induced Effect	87	\$3.8	\$7.0	\$12.1
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Note: Dollar values are in 2018

Visitor spending of Southern Wisconsin Regional Airport on the county

Visitor spending is calculated separately from airport operations to avoid double counting of spending in the same sector. Southern Wisconsin Regional Airport is a transportation option for visitors outside the county providing additional direct and indirect impacts for the community.

Visitor Spending Impact (Janesville)

	Employment (FTE)	Labor Income (\$)	Value Added (\$)	Output (\$)
Direct Effect	10	\$228,002	\$386,017	\$829,934
Indirect Effect	2	\$72,916	\$129,396	\$237,450
Total	11	\$300,918	\$515,413	\$1,067,384

Induced Effect	1	\$61,783	\$113,778	\$195,928
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Note: Dollar values are in 2018

Ten Year Hangar Information

Work Type	2008		2009		2010		2011		2012	
	Equipment	Personnel	Equipment	Personnel	Equipment	Personnel	Equipment	Personnel	Equipment	Personnel
660- Hangar lubrication and Inspection	\$ 185.82	\$ 555.70	\$ 34.60	\$ 677.85	\$ 53.43	\$ 271.29	\$ 20.57	\$ 127.67	\$ 202.58	\$ 2,410.04
661- Hangar Sheet Metal Repair	\$ 84.66	\$ 401.56	\$ 17.30	\$ 261.07	\$ 52.86	\$ 489.45	\$ 40.74	\$ 1,013.43	\$ 16.17	\$ 510.65
662- Hangar Door Maintenance	\$ 336.35	\$ 2,454.10	\$ 408.19	\$ 3,183.99	\$ 203.42	\$ 1,582.54	\$ 239.77	\$ 2,466.89	\$ 78.82	\$ 2,393.77
663- Hangar Electrical	\$ -	\$ -	\$ 15.57	\$ 474.18	\$ 9.51	\$ 146.56	\$ -	\$ -	\$ 117.00	\$ 136.37
664- Hangar Cleaning	\$ 550.48	\$ 2,433.22	\$ 140.32	\$ 585.52	\$ -	\$ -	\$ 16.79	\$ 153.97	\$ 14.96	\$ 289.21
Yearly Hangar Breakdown	\$ 1,157.31	\$ 5,844.58	\$ 615.98	\$ 5,182.61	\$ 319.22	\$ 2,489.84	\$ 317.87	\$ 3,761.96	\$ 429.53	\$ 5,740.04
Total Expenditure by Year	2008		2009		2010		2011		2012	
Revenue	\$ 7,001.89	\$ 118,458.95	\$ 5,798.59	\$ 112,510.70	\$ 2,809.06	\$ 102,611.05	\$ 4,079.83	\$ 102,350.17	\$ 6,169.57	\$ 105,987.00

Work Type
660- Hangar lubrication and Inspection
661- Hangar Sheet Metal Repair
662- Hangar Door Maintenance
663- Hangar Electrical
664- Hangar Cleaning
Yearly Hangar Breakdown

Total Expenditure by Year
Revenue

Work Type	2013		2014		2015		2016		2017	
	Equipment	Personnel	Equipment	Personnel	Equipment	Personnel	Equipment	Personnel	Equipment	Personnel
660- Hangar lubrication and Inspection	\$ 69.76	\$ 332.42	\$ 282.02	\$ 1,004.80	\$ 33.60	\$ 103.51	\$ 16.56	\$ 70.29	\$ 276.87	\$ 1,023.98
661- Hangar Sheet Metal Repair	\$ 5.95	\$ 18.62	\$ 10.16	\$ 108.68	\$ -	\$ -	\$ -	\$ -	\$ 47.49	\$ 117.04
662- Hangar Door Maintenance	\$ 207.51	\$ 1,837.13	\$ 283.02	\$ 2,630.37	\$ 273.52	\$ 1,845.09	\$ 89.50	\$ 1,364.79	\$ 413.46	\$ 2,636.76
663- Hangar Electrical	\$ 58.09	\$ 354.22	\$ 20.32	\$ 113.50	\$ 79.05	\$ 309.59	\$ -	\$ -	\$ -	\$ -
664- Hangar Cleaning	\$ 20.34	\$ 106.20	\$ 10.16	\$ 139.70	\$ 20.50	\$ 180.80	\$ 5.52	\$ 160.08	\$ -	\$ -
Yearly Hangar Breakdown	\$ 361.65	\$ 2,648.59	\$ 605.68	\$ 3,997.05	\$ 406.67	\$ 2,438.99	\$ 111.58	\$ 1,595.16	\$ 737.82	\$ 3,777.78
Total by Year	2013		2014		2015		2016		2017	
Revenue	\$ 3,010.24	\$ 108,178.00	\$ 4,602.73	\$ 106,987.00	\$ 2,845.66	\$ 101,346.00	\$ 1,706.74	\$ 96,117.00	\$ 4,515.60	\$ 84,121.00

Work Type
660- Hangar lubrication and Inspection
661- Hangar Sheet Metal Repair
662- Hangar Door Maintenance
663- Hangar Electrical
664- Hangar Cleaning
Yearly Hangar Breakdown

Total by Year
Revenue

Attachment #6

Year	Revenue		Equipment		Personnel		Net		Occupancy		Year	
									# Available	# Occupied	Percentage	Year
2008	\$ 118,458.95	\$ 1,157.31	\$ 5,844.58	\$ 111,457.06	64	49	77%	2008	64	49	77%	2008
2009	\$ 112,510.70	\$ 615.98	\$ 5,182.61	\$ 106,712.11	46	44	96%	2009	46	44	96%	2009
2010	\$ 102,611.05	\$ 319.22	\$ 2,489.84	\$ 99,801.99	40	35	88%	2010	40	35	88%	2010
2011	\$ 102,350.17	\$ 317.87	\$ 3,761.96	\$ 98,270.34	40	37	93%	2011	40	37	93%	2011
2012	\$ 105,987.00	\$ 429.53	\$ 5,740.04	\$ 99,817.43	40	34	85%	2012	40	34	85%	2012
2013	\$ 108,178.00	\$ 361.65	\$ 2,648.59	\$ 105,167.76	40	39	98%	2013	40	39	98%	2013
2014	\$ 106,987.00	\$ 605.68	\$ 3,997.05	\$ 102,384.27	40	34	85%	2014	40	34	85%	2014
2015	\$ 101,346.00	\$ 406.67	\$ 2,438.99	\$ 98,500.34	40	30	75%	2015	40	30	75%	2015
2016	\$ 96,117.00	\$ 111.58	\$ 1,595.16	\$ 94,410.26	40	27	68%	2016	40	27	68%	2016
2017	\$ 84,121.00	\$ 737.82	\$ 3,777.78	\$ 79,605.40	40	25	63%	2017	40	25	63%	2017
Ten Year Total	\$ 1,038,666.87	\$ 5,063.31	\$ 37,476.60	\$ 996,126.96								

How are similar WI airports governed?

We asked Airport Directors/Managers:

1. How is your airport governed? i.e. County Board of Supervisors, City Council, Mayor, committee, etc.
2. Who is your boss or whom do you report too?
3. How many people work to operate your airport, including yourself (staff and full or part-time)?

Rhineland Airport (Part 139 w/Commercial Service)

- 1). Owned by City of Rhineland and County of Oneida. Run by 3 member airport commission. Commissioners have 6yr term and selections alternated between city & county.
- 2). Reports to commission
- 3). 1-Director 1-Asst. Director 5-full-time maintenance

Eau Claire Airport (Part 139 w/Commercial Service)

- 1). Owned by Counties of Eau Claire and Chippewa. Operated by 7- member Airport Commission between both counties; 1 County Board Supervisor each, 3 citizens of Eau Claire County, 2 citizens of Chippewa County.
- 2). Airport Director reports to commission Chair.
- 3). 1- Director 1-office assistant 1-Maintenance Supervisor 2-full-time/2-part-time maintenance

Oshkosh Airport (Part 139 only during EAA AirVenture)

- 1). Owned by Winnebago County. 5-member Aviation Committee oversees airport and makes recommendations to 36 County Board of Supervisors.
- 2). Airport Director reports to Winnebago County Executive.
- 3). 1- Director, 5 full-time maintenance staff

Waukesha County Airport

- 1). Owned by Waukesha County. Operated by 5-person Airport Commission; the Chair is County Board Supervisor, others may be other Supervisors or selected from general public.
- 2). Airport Manager reports to Public Works Director
- 3). 1- Manager, 1- Operations Manager, 1- Administrative Assistant

Sheboygan County Airport

- 1). Owned by Sheboygan County. County Transportation Committee has oversight. The committee consists of 5 County Board Supervisors and the Transportation Commissioner (Highway Commissioner) acts as Chair.
- 2). Airport Superintendent reports to the Transportation Commissioner (Highway Commissioner).
- 3). 3 full-time staff members: Superintendent and 2 – maintenance. 1 – Part-time maintenance for snow removal operations.

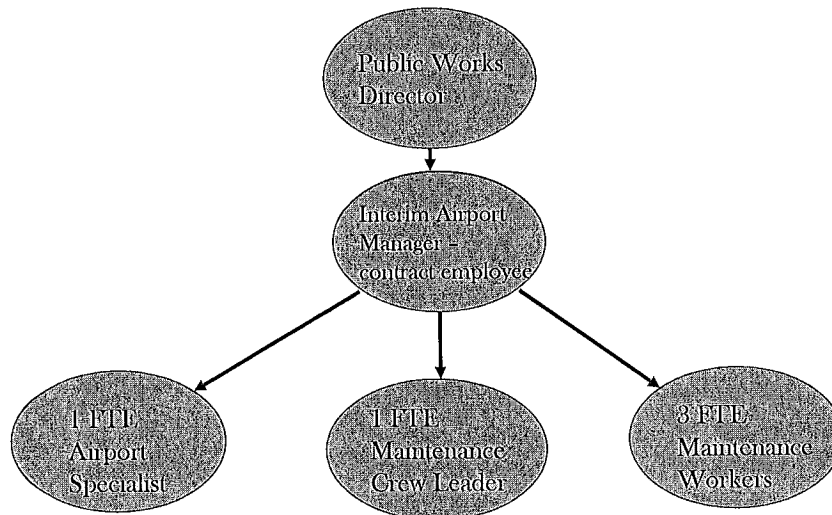
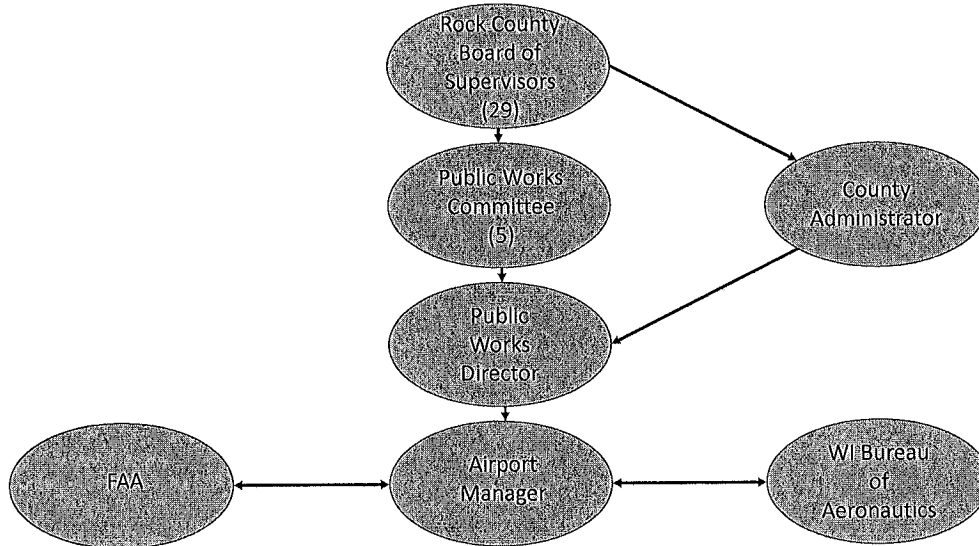
Kenosha Airport

- 1). City owned. Unknown board make-up
- 2). Airport Director reports to ??
- 3). 1- Airport Director, 1 – Operations Supervisor, 3- Part-time maintenance, 1- Part-time admin secretary

Wisconsin Rapids Airport

- 1). Owned by Wood County. Operated by Airport Commission of Wisconsin Rapids Mayor, Port Edwards non-elected public member, Nekoosa Alderman, and Grand Rapids Township Chair. They may serve up to 7 years on commission. Wisconsin Rapids Mayor is Chair.
- 2). Airport Manager reports to Chair.
- 3). Manager & 2 – Part-time maintenance

Southern Wisconsin Regional Airport Governance



Roles & Responsibilities

- County Board of Supervisors – Oversee the operation and execution of Rock County finances and assets, making decisions with the best interest of all taxpayers in mind.
- Public Works Committee – Five County Supervisors that oversee the Highway, Parks, and Airport sections. They ensure County revenue and expenditures are being effectively managed within the resources given to each department and report when necessary to the County Board.
- Public Works Director – Directly manages all facets of the County's road and highway infrastructure while providing oversight and guidance to Parks and Airport Managers. Oversees all budgets within Public Works and administers personnel actions to 90+ employees.
- Airport Manager – Directly responsible for the safe and efficient flow of aircraft operating at Southern Wisconsin Regional Airport. Manages the airport budget and ensures FAA and state regulations are met. Negotiates agreements and manages lease and rental assets. Supervises 5 full-time employees.

How Similar WI Airports Are Governed

Airport Name	Owned By	Part 139	Managed By	Reports To	Governed By
Rhineland	City & Oneida County	Yes	Airport Director	3-member Commission	Commission
Eau Claire	Eau Claire & Chippewa Counties	Yes	Airport Director	Commission Chair	7-member Commission
Oshkosh	Winnebago County	Yes (only during EAA)	Airport Director	County Executive	5-member Aviation Committee
Waukesha	Waukesha County	No	Airport Manager	Public Works Director	5-member Airport Commission
Sheboygan	Sheboygan County	No	Airport Superintendent	Highway Commissioner	5-member Transportation Committee
Kenosha	City	No	Airport Director	City Administrator	5-member Airport Committee
Wisconsin Rapids	Wood County	No	Airport Manager	Commission Chair	4-member Airport Commission

County Airport Governance

2 Basic Models:
Airport Commission v. Not-Airport
Commission

**Formal Airport Commission
under Wis. Stat. § 114.14(2)
Commission**

**County Board / County
Administrator Oversight and
Supervision**

Airport Governance Options

Status Quo	Status Quo plus Citizen Advisory Committee	Standing "Airport" Jurisdictional Committee	Airport Commission under Chapter 114
<ul style="list-style-type: none"> Airport Manager reports to Director Public Works Public Works is the policy and oversight committee County Board / Administrator is the ultimate governing authority 	<ul style="list-style-type: none"> Group of citizen members selected for expertise in subject matter Don't have any formal decision making authority, but function to inform and influence policy making 	<ul style="list-style-type: none"> Formal subcommittee of the County Board Could have citizen members, but doesn't have to Would have policy making, some governance and oversight authority. Make Airport its own Department 	<ul style="list-style-type: none"> Formal independent operational authority Airport Manager would report directly to the commission. Commission members appointed by Admin/County Board Has some independent powers

County Board / Administrator Oversight

- ▶ Airport is owned and operated by County. County Tax Revenues make up ~ 50% of operational budget.
- ▶ Airport Current Governance Model is set up by Chapter 59, Wis. Stat. and the County Board Rules.
- ▶ Under Wis. Stat. §59.18, County Administrator is the chief administrative officer of the County, charged with coordinating and directing all administrative and management functions of County Government.
- ▶ County Board Rule V(M) – Public Works Committee shall have policy supervision over Department of Public Works that includes highway, *airport*, parks, and motor pool operations.

- ▶ Airport functions as a subset of the County just like any County department, e.g. Highway, Human Services, Public Health
- ▶ Airport is a subset of the Public Works Department both for purposes of administrative supervision and budgetary
- ▶ County Board must approve budget, purchases larger than \$25,000,
- ▶ Public Works Committee serves as to make policy, inform the operations of the airport, and approve certain contracts and transfers

Airport Commission

- ▶ The County "may vest jurisdiction for the construction, improvement, equipment, maintenance and operation of the airport in an airport commission."
- ▶ Shall have "complete and exclusive control and management over the airport for which it has been appointed."
- ▶ Takes Administrative Supervision out of the hands of the County Administrator, and the County Board, and puts it into the Commission.
- ▶ BUT not the appropriative power. County Board would still appropriate money for operations at its discretion.

Commission Powers

- ▶ **Wis. Stat. § 114.14(3)(a)**
- ▶ **1.** Employ a manager, who may be a member of the commission, and fix the manager's compensation.
- ▶ **2.** Employ and fix the compensation of employees other than a manager that the commission considers necessary.
- ▶ **3.** Make contracts or other arrangements that the commission considers necessary for the construction, improvement, equipment, maintenance or operation of the airport.
- ▶ **4.** Contract with the United States or any agency.

Forming a Commission

- ▶ Created by County Board action, either ordinance or resolution. Better if its by ordinance.
- ▶ Number, terms, and compensation of Commissioners set by County Board.
- ▶ Appointed by the County Administrator, subject to the approval of the County Board.
- ▶ Commission elects chairperson and secretary. Responsible for reporting proceedings and transactions to the County Board.

The Not-A-Commission model

- ▶ Anything other than the status quo will also need action by the County Board
 - ▶ Establishing Citizen Advisory Committee
 - ▶ Creating a new Standing County Board Jurisdictional Committee
 - ▶ Spinning off Airport into its own department

Citizen Advisory Committee

- ▶ Created by Resolution of the County Board, size and scope defined by the County Board, but no formal County Board representation.
- ▶ A group of citizen subject matter experts, drawn from the community.
- ▶ No formal governance authority, but are able to influence and inform policy making by bringing community input and expertise to the policy making and oversight process.
- ▶ Not part of the budget or administrative oversight, Airport would still fall under public works department/committee.

Standing Airport Jurisdiction

- ▶ Would need to Amend County Board Rules to create a new Standing Committee. Requires 2/3rds vote of the County Board.
- ▶ Committee of County Board supervisors. Could include community members with subject matter expertise but not necessarily.
- ▶ Could have policy oversight, and budgetary authority over the airport.
- ▶ Simultaneously would need spin off the Airport as its own department.

Airport as its own Department

- ▶ Usually accomplished as a part of the Budget approval process
- ▶ Airport would be separated off the Department of Public Works.
- ▶ Airport Manager would be a Department head, appointed by County Administrator, subject to approval by the County Board, and would serve at the pleasure of the County Administrator.
- ▶ Would need to be a bunch of administrative disentanglement that would have to happen.



WisDOT / Division of Transportation Investment Management

www.wisconsin.dot.gov

February 14, 2018

TO: Greg Cullen, Southern Wisconsin Regional Airport Interim Manager

FROM: Mark Graczykowski, P.E.

SUBJECT: Airport Comparison Information for Airport Planning Ad Hoc Advisory Committee

The Southern Wisconsin Regional Airport (JVL) requested information for the upcoming Airport Planning Ad Hoc Advisory Committee to provide a baseline for comparing JVL to other airports of similar size and scope. Suggested information included total operations, construction dollars spent, time spent by Wisconsin Bureau of Aeronautics (WBOA) staff on JVL versus other airports and any other information that is easily tracked.

The following is a compilation of information for the Advisory Committee to use as they begin discussing the future of JVL.

Comparison Airports

Six airports were used for comparison to JVL. In Wisconsin's State Airport System Plan, JVL is considered a Large General Aviation airport. Four of the airports used for comparison were also Large General Aviation airports, each of these airports either having similar levels of airport operations and/or existing airport facilities. These airports comprise the largest General Aviation (GA) airports (non-commercial service) in Wisconsin and include:

- Waukesha County Airport (UES), Waukesha
- Wittman Regional Airport (OSH), Oshkosh
- Kenosha Regional Airport (ENW), Kenosha
- Sheboygan County Memorial Airport (SBM), Sheboygan Falls

The two additional airports used for comparison are the two smallest Commercial Service airports in Wisconsin. Commercial Service airports are generally the largest airports and receive scheduled passenger service (unlike the other five airports). While Commercial Service is the highest designation of airport in Wisconsin, both airports provide a fair comparison on existing facilities and funding received. These airports include:

- Chippewa Valley Regional Airport (EAU), Eau Claire
- Rhinelander-Oneida County Airport (RHI), Rhinelander

Throughout the rest of this memo, FAA's three-letter airport identifier will be used to reference a specific airport, instead of the airport's full, official name.

Airport Operations and Based Aircraft

An operation at an airport is considered a takeoff OR a landing. Therefore, if a plane flies into an airport and then leaves that counts as 2 operations. Of the airports included for comparison, only SBM does not have an air traffic control tower. A control tower quantifies every operation

that occurs on the field while the tower is in operation (not all towers are staffed 24/7). Airports without towers use different methods to quantify operations. All operations information shown in Table 1 was collected from FAA's 5010 data site.

Based Aircraft is a measure of how many aircraft call a specific airport their home. The Federal Aviation Administration (FAA) uses a validation system through the website www.basedaircraft.com to verify that an airplane is only counted in one location. The number of based aircraft at an airport is a function of many factors, especially available hangar area space for development, and generally is higher in larger metropolitan areas.

Table 1

Airport Operations and Based Aircraft		
Airport	Total Airport Operations	Based Aircraft
EAU	22,832	87*
RHI	24,860	42*
UES	41,711	146
OSH	64,717	111
ENW	53,139	268
SBM	65,000	66
JVL	38,400	71

Table Notes

*Based Aircraft data from GCR 5010 website

Airport Funding

The WBOA keeps records of projects going back many years, including the overall funding used for specific projects involving planning, engineering, administration and construction. These projects are broken down by state and federal funding that were contributed. Table 2 is a summary of the funding used for airport improvement projects completed over the past 20 years. The funding is broken into federal funding (from FAA) and state funding (through WBOA). Only projects that are CLOSED in the WBOA database are included for this comparison. Open projects that are on-going are not included as collecting that level of information is difficult due to the volume of projects occurring at each of the seven airports studied.

While open projects are not included, using a 20-year comparison between airports is a fair evaluation as most of these airports have cycled through similar types of projects (runway reconstructions, lighting improvements, terminal buildings, snow removal equipment purchases, etc) and have a similar number of open projects currently occurring. Therefore, if open projects were included, the relative amount of funding used by the airports compared to each other would not change significantly. The exception might be ENW, which will likely see additional funding in future years related to the Foxconn development in Kenosha County.

Table 2

TOTAL AIRPORT IMPROVEMENT PROJECT FUNDING		
Airport	Funding Source	1998-2018
EAU	FEDERAL (FAA)	\$25,767,095
	STATE (WBOA)	\$2,989,238
RHI	FEDERAL (FAA)	\$17,411,940
	STATE (WBOA)	\$560,044
UES	FEDERAL (FAA)	\$9,702,906
	STATE (WBOA)	\$4,940,623
OSH	FEDERAL (FAA)	\$26,077,868
	STATE (WBOA)	\$2,184,701
ENW	FEDERAL (FAA)	\$4,724,383
	STATE (WBOA)	\$2,254,472
SBM	FEDERAL (FAA)	\$18,437,063
	STATE (WBOA)	\$4,412,616
JVL	FEDERAL (FAA)	\$18,614,309
	STATE (WBOA)	\$8,602,377

The question of WBOA staff time spent on any one airport for comparison to another airport is not readily available, but in general the more projects going on at an airport, the more WBOA resources that are devoted to it.

Pavement Condition Index and Runway Length

On a three-year cycle, every airport in Wisconsin has their pavements evaluated and a Pavement Condition Index (PCI) is generated. The PCI of specific airport pavements are used in planning both short term maintenance priorities and long-term pavement rehabilitation and reconstruction projects at each airport.

Table 3 includes information on each airport from their most recent evaluation, which occurred between 2014 and 2016 (any airports evaluated in 2017 have not been updated yet). The PCI reports include a wealth of data, but the easiest comparisons are the overall Composite PCI (which is the statistical average value of ALL airport pavements) and the Composite Pavement Age (which is the statistical average age of ALL airport pavements). The Composite PCI is an indication of the overall health of the airport pavement infrastructure. Values ranging from 71 to 100 are recommended for preventative maintenance, including crack filling and seal coats. Values ranging from 41 to 70 are recommended for major rehabilitation, including a concrete panel repair or micro-surfacing. Values ranging from 0 to 40 are recommended for reconstruction. A high composite value does not mean that an airport's pavement is all in great condition. Almost every airport has some pavements that need reconstruction and major rehabilitation, even if the overall airport is in good condition. The composite age of the airport's pavements expresses a general idea on how recent major reconstructions have been completed. A higher age does not necessarily represent poor pavements, as concrete pavements last much longer than asphalt. EAU is a good example of an airport with a high Composite PCI, but also generally older pavements (that are in good condition).

The last column in Table 3 represents the total pavement area at an airport that is evaluated during the PCI process. This includes all airside pavements including runways, taxiways and parking aprons.

Table 3

Pavement Condition Index (PCI)			
Airport	Composite PCI	Composite Pavement Age	Pavement Area (SF)
EAU	84	24.5	3,899,581
RHI	70	22.2	3,112,962
UES	79	12.8	3,184,961
OSH	82	19.2	6,312,875
ENW	52	22.3	4,007,023
SBM	74	12.1	2,541,106
JVL	81	14.5	5,362,311

The PCI report also breaks down information by pavement sections. The most important pavements at an airport are the runway. Without a functioning runway, no one would take off or land successfully. When comparing airports, comparing the conditions of their runways is useful.

In addition, the ability for aircraft to have sufficient runway length is important. The runway length available for takeoff helps determine the size of aircraft that can use a facility and the amount of fuel, cargo or passengers it can carry upon departure. The longer the runway, the larger the aircraft that airport can serve. Table 4 includes the length of each runway along with the PCI of that pavement. 5,000' is generally considered the minimum runway length required for business jets to regularly use an airport, with the size of jet that can use the facility generally increasing with the length of the runway.

Table 4

Airport Runway PCI			
Airport	Runway	PCI	Length (FT)
EAU	4/22	81	8,101
	14/32	76	5,000
RHI	9/27	67	6,799
	15/33	74	5,201
UES	10/28	100	5,849
	18/36	90	3,599
OSH	5/23	85	3,697
	9/27	94	6,179
	13/31	72	3,061
	18/36	96	8,002
ENW	7L/25R	51	5,499
	7R/25L	38	3,302
	15/33	40	4,400
SBM	4/22	50	6,800
	13/31	93	5,002
JVL	4/22	71	6,701
	14/32	87	7,302
	18/36	72	5,004

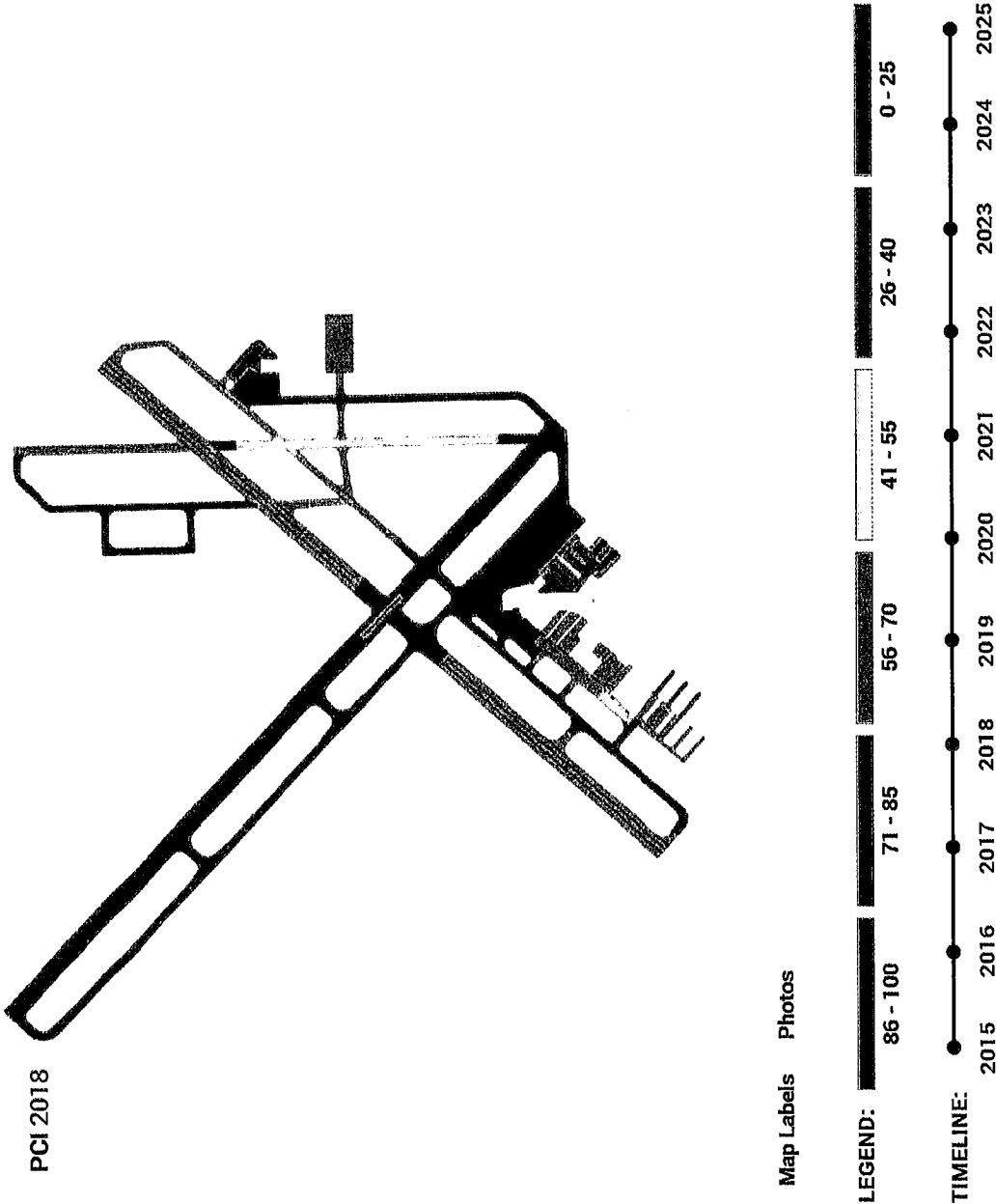
Wisconsin State Airport System Plan Report Cards

One final piece of information available is the Wisconsin State System Plan Report Cards. The State Airport System Plan (SASP) includes goals for airports based on their classifications. The desired or expected facilities and services available at a Commercial Service airport are different than those desired or expected at a Large General Aviation airport, and in turn the facilities and services of a Large General Aviation airport exceed those of a Medium or Small General Aviation airport. In general, the airports compared in this study meet or exceed all the facility and service goals included for their class of airport.

Not every airport meets or exceeds the desired facilities in the report card based upon their classification in the SASP. Included are three additional SASP report cards for comparison:

- West Bend Municipal Airport (ETB), West Bend, Large General Aviation
- Shell Lake Municipal Airport (SSQ), Shell Lake, Medium General Aviation
- Ephraim-Gibraltar Airport (3D2), Ephraim, Small General Aviation

SOUTHERN WISCONSIN REGIONAL AIRPORT



SWRA CAPITAL FINANCIAL HISTORY - SELECTED

Acct. #	Description	2014	2015	2016	2017
REVENUE/ADMIN.					
'46400	'FUNDS FORWARDED FROM PRIOR YR	\$0	\$0	\$0	\$0
'49500	'CAPITAL CONTRIBUTIONS				\$0
TOTAL - REVENUE/ADMIN.		\$0	\$0	\$0	\$0
EXPENDITURES/ADMIN					
'65351	'MOTOR VEHICLE LEASE	\$7,107	\$8,034	\$6,751	\$6,321
'66200	'INTEREST PAYMENTS	\$16,922	\$0	\$0	\$0
'67130	'TERMINALS AND PC'S	\$0	\$1,625	\$0	\$846
TOTAL - EXPENDITURES/ADMIN		\$24,029	\$9,659	\$6,751	\$7,167
REVENUE/MAINT.					
'41500	'COUNTY SALES TAX	\$0	\$0	\$0	\$0
'42100	'FEDERAL AID	\$0	\$0	\$0	\$0
'42200	'STATE AID	\$0	\$0	\$0	\$0
'46205	'COMPENSATION - LOSS FIX ASSETS	\$3,988	\$0	\$6,318	\$1,700
'46400	'FUNDS FORWARDED FROM PRIOR YR	\$0	\$0	\$0	\$0
'47000	'TRANSFERS IN	\$0	\$0	\$39,500	\$0
TOTAL - REVENUE/MAINT.		\$3,988	\$0	\$45,818	\$1,700
EXPENDITURES/MAINT.					
'65341	'MACHINERY LEASE	\$99,151	\$97,007	\$91,982	\$81,223
'65351	'MOTOR VEHICLE LEASE	\$16	\$0	\$0	\$78
'67160	'CAPITAL ASSETS \$500-\$4,999	\$2,899	\$0	\$12,811	\$4,055
'67161	'CAPITAL ASSETS \$5,000/MORE	\$0	\$0	\$5,000	\$0
'67200	'CAPITAL IMPROVEMENTS	\$0	\$10,350	\$0	\$0
TOTAL - EXPENDITURES/MAINT.		\$102,066	\$107,357	\$109,793	\$85,356
REVENUE/CAP. IMP.					
'41500	'COUNTY SALES TAX	\$0	\$0	\$0	\$475,000
'41501	'PR YR SALES TAX	\$0	\$75,000	\$0	\$0
'42100	'FEDERAL AID				\$0
'42200	'STATE AID	\$0	\$0	\$0	\$0
'44904	'AIRPORT CAP.PROJ.REIMBURSEMENT	\$0	\$550,908	\$0	\$0
TOTAL - REVENUE/CAP. IMP.		\$0	\$625,908	\$0	\$475,000
EXPENDITURES/CAP. IMP.					
'66200	'INTEREST PAYMENTS	\$0	\$18,569	\$0	\$0
'67200	'CAPITAL IMPROVEMENTS	\$1,061,800	\$26,580	\$76,231	\$538,200
TOTAL - EXPENDITURES/CAP. IMP.		\$1,061,800	\$45,149	\$76,231	\$538,200
GRAND TOTAL - REVENUE		\$3,988	\$625,908	\$45,818	\$476,700
GRAND TOTAL - EXPENDITURES		\$1,187,895	\$162,165	\$192,775	\$630,723

AIRPORT

The Department provides the administrative, technical, and supervisory support necessary to ensure an efficient, well maintained, and safe operation of the Kenosha Regional Airport. The Department manages the development, leasing, and maintenance of all Airport properties.

To provide a modern airport facility offering the variety of services required by airport users. An important part of the Airport's mission is to support local area economic development through the services available at the Airport. It is also a designated reliever airport for corporate, freight, and general aviation activity in the Chicago to Milwaukee corridor.

Responsibilities/Activities

The Airport is currently home to (9) nine aviation service businesses, three flight schools including helicopter, and several corporate flight departments. The Airport is also home to over 270 based aircraft, more than any other airport in Wisconsin.

	2016 Actual	2017 Estimated	2018 Estimated
Hangar leases managed and enforced	52	52	53
Fuel flowage fees (gallons)	850,000	890,000	950,000
Aircraft Operations	60,000	60,000	60,000

Authorized Full-Time Positions

	Adopted 2016	Adopted 2017	Adopted 2018
Airport Director	1	1	1
Supervisor of Operations - Airport	1	1	0
Lead Airport Operations Technician	0	0	1
Airport Maintenance Technician	2	1	1
Total Authorized	4	3	3

AIRPORT FUND
NON-GOVERNMENTAL GRANTS
NON-GOVERNMENTAL GRANTS

2018 GENERAL FUND OPERATING BUDGET - REVENUES

	2016 ACTUAL REVENUES	2017 BUDGETED REVENUES	2017 ACTUAL RECEIVED 06/30/17	2017 ESTIMATED REVENUES	2018 ADOPTED BUDGETED REVENUES
AIRPORT REVENUES					
47201 LEASE - FARM LAND	11,935-	14,490-		14,490-	14,490-
47202 GS KENOSHA HANGAR, LLC	14,047-	14,047-	14,047-	14,047-	14,047-
47203 9400-10-20 KENEVAN	10,209-	10,209-	10,209-	10,209-	10,209-
47204 WINDSOCK & BEACON LLC 10420	1,768-	3,030-	3,030-	3,030-	3,030-
47205 HANGAR 9500 LLC	2,858-	4,900-	4,900-	4,900-	4,900-
47206 4940 88 AVE G.T.C.	6,000-	23,067-		23,067-	43,005-
47207 10290 HANGAR 3000 LLC	5,250-	5,250-	5,250-	5,250-	5,250-
47208 10310 PROPERTIES, LLC	8,010-	8,010-	8,010-	8,010-	8,010-
47209 9516 BIRDS ROOST	2,945-	2,945-	2,945-	2,945-	2,945-
47210 9770 D&J	4,000-	4,000-	4,000-	4,000-	4,000-
47211 BEARDSLEY/EAGLES NEST 9890	2,362-	2,362-	2,362-	2,362-	2,362-
47212 9962 DANALAN	16,555-	16,555-	16,555-	16,555-	16,555-
47213 BURLINGTON EQUITY LLC 10450	4,920-	4,920-	4,920-	4,920-	4,920-
47214 9940 FRANK ALLSEITS CORP.	5,280-	5,280-			
47215 FUEL FARM-FRANK ALLSEITS CORP.	2,000-	2,000-			
47217 RG AVIATION LLC 10420-52 ND ST	1,515-				
47218 10030 ERICSON	3,952-	3,952-	3,952-	3,952-	3,952-
47219 10010 KENO T-HANGAR	3,952-	3,952-	3,952-	3,952-	3,952-
47220 10070 HANGAR FIFTEEN	3,952-	3,952-	3,952-	3,952-	3,952-
47221 10050 HANGAR EIGHTEEN	3,952-	3,952-	3,952-	3,952-	3,952-
47222 10090-10110 HANGAR 90	7,904-	7,904-	7,904-	7,904-	7,904-
47223 9390 PARTNERSHIP LLC	3,055-	3,055-	3,055-	3,055-	3,055-
47224 9910 PROPERTIES LLC 9910 52ND	7,269-	7,269-	7,269-	7,269-	7,269-
47225 10150 HANGAR 51	4,420-	4,420-	4,420-	4,420-	4,420-
47226 9522 SEACORD	3,523-	3,523-	3,523-	3,523-	3,523-
47227 10130 HANGAR 30	3,952-	3,952-	3,952-	3,952-	3,952-
47228 9830 RAFFEL	2,000-	2,000-	2,000-	2,000-	2,000-
47229 9910 PROPERTIES 9906 52ND	3,556-	3,556-	3,556-	3,556-	3,556-
47230 FUEL FARM KENEVAN 9420			500-	500-	2,000-
47231 KENO AERO FUEL FARM FEE	2,000-	2,000-	1,000-	2,000-	2,000-
47233 HANGAR 4000 LLC (JEROLD JACKS)	4,400-	4,400-	4,400-	4,400-	4,400-
47234 10270 HANGAR 5000	5,240-	5,240-	5,240-	5,240-	5,240-
47235 9870 AVIATION PLUS	2,940-	2,940-	2,940-	2,940-	2,940-
47239 9604-08 SMERNOFF	1,306-	1,306-	1,306-	1,306-	1,306-
47240 9840 POSITIVE RATE	2,500-	2,500-	2,500-	2,500-	2,500-
47241 10190 SECURITY	3,952-	3,952-	3,952-	3,952-	3,952-
47243 9820 ACME AIR VENTURE	5,023-	5,023-	5,023-	5,023-	
47244 10210 HANGAR 2000 NORTH	3,952-	3,952-	3,952-	3,952-	3,952-
47245 10230 EXEC AIRCRFT	3,952-	3,952-	3,952-	3,952-	3,952-
47246 10170 SECURITY HANGARS	3,952-	3,952-	3,952-	3,952-	3,952-
47247 STEIN AIRCRAFT-LEASE	20,197-	20,197-	20,197-	20,197-	20,197-
47249 GLOBAL JET-FUEL FARM-4480	1,500-				
47252 9894 FUEL FLOWAGE FEES	144,361-	120,000-	56,315-	120,000-	120,000-
47253 9894 PROP, LLC/LAND LEASE	11,300-	11,300-	11,300-	11,300-	11,300-
47254 9894 PROP/FUEL FARM FACILITY	8,000-	8,000-	6,000-	8,000-	8,000-
47255 9850 BAKENG DEUCE	2,500-	2,500-	2,500-	2,500-	2,500-

AIRPORT FUND
NON-GOVERNMENTAL GRANTS
NON-GOVERNMENTAL GRANTS

2018 GENERAL FUND OPERATING BUDGET - REVENUES

	2016 ACTUAL REVENUES	2017 BUDGETED REVENUES	2017 ACTUAL RECEIVED 06/30/17	2017 ESTIMATED REVENUES	2018 ADOPTED BUDGETED REVENUES
AIRPORT REVENUES					
47256 9530 SOUTHPORT HANGER CONDO	6,165-	6,165-	6,165-	6,165-	6,165-
47258 9846 ERIC WOELBING	2,880-	2,880-	2,880-	2,880-	2,880-
47260 RAMP FEES	4,961-	4,961-	5,113-	5,114-	4,961-
47262 9952 AMPHIB	5,920-	5,920-	5,920-	5,920-	5,920-
47264 FUEL FARM - DANALAN	4,000-	4,000-	3,000-	4,000-	4,000-
47267 SBT GROUP, LLC 10440	4,920-	4,920-	4,920-	4,920-	4,920-
47270 10460 SSR PROPERTIES	5,080-	5,080-	5,080-	5,080-	5,080-
47274 9950 BURTON BOCHER	4,320-	4,320-	4,320-	4,320-	4,320-
47277 10430 RKJ ENTERPRISES	4,510-	4,510-	4,510-	4,510-	4,510-
47280 9960-WM KNAUZ TRUST	5,340-	4,950-	5,340-	5,340-	4,950-
47284 9904-JOHN S. SWIFT CO	2,805-	2,805-	2,805-	2,805-	2,805-
47288 9880-CASPER AVIATION	2,700-	2,700-	2,700-	2,700-	2,700-
47291 MITCH AND CHRIS LLC - 9500	2,661-				
47293 NEW CINGULAR WIRELESS PSC LLC	17,400-	16,200-	8,797-	17,400-	17,400-
47294 10330 ROBERT COOK TRUST	5,760-	5,760-	5,760-	5,760-	5,760-
47295 10320 WOELBING	4,770-	4,770-	4,770-	4,770-	4,770-
47296 9612 - SUNSTAR AERO SERVICES	8,171-	8,171-	4,086-	4,086-	
47297 STEIN - FUEL FARM	4,000-	4,000-	3,000-	4,000-	4,000-
47298 KENOSHA HANGAR LLC	5,608-		5,608-	5,608-	5,608-
47299 STEIN-FUEL FLOWAGE	32,090-	40,000-	12,729-	35,000-	35,000-
**AIRPORT REVENUES	512,277-	505,878-	360,247-	497,364-	509,150-
AIRPORT					
47901 (9940) 9894 PROP LLC-LEASE				3,300-	3,300-
47902 (9940) 9894 PROP LLC-FUEL FARM				2,000-	2,000-
47904 (9612) VALADEZ GROUP-LEASE				4,086-	8,171-
47905 9820 THOMAS DEJAN					5,023-
**AIRPORT				9,386-	18,494-
INTEREST INCOME					
48108 INTEREST ON ACCOUNTS REC.	12,556-	6,000-	6,276-	6,932-	6,000-
**INTEREST INCOME	12,556-	6,000-	6,276-	6,932-	6,000-
MISCELLANEOUS REVENUES					
49111 MISCELLANEOUS	97-			1,664-	
49115 MOTOR FUEL TAX REFUND	1,752-	1,400-	489-	1,500-	1,500-
**MISCELLANEOUS REVENUES	1,849-	1,400-	489-	3,164-	1,500-
OTHER FINANCING PROCEEDS					
49811 OPERATING ASSISTANCE-GEN FUND	394,928-	321,348-	160,674-	321,348-	339,587-
**OTHER FINANCING PROCEEDS	394,928-	321,348-	160,674-	321,348-	339,587-
****AIRPORT FUND	921,610-	834,626-	527,686-	838,194-	874,731-

20 of 20

47%

36%

37%

38%

Less Depr.

297,787

222,137

229,847

241,576

20 of 20

40%

28%

29%

32%

521 AIRPORT FUND
09 OTHER

1 AIRPORT

DESCRIPTION	ACTUAL 2016	REVISED 2017	6 MO YTD 6/17	ESTIMATED 2017	2018 ADOPTED BUDGET
50101 AIRPORT					
111 SALARIES-PERMANENT REGULAR	79,198	89,450	44,040	89,200	91,960
121 WAGES PERMANENT REGULAR	86,449	100,484	48,665	100,484	101,640
122 PERMANENT PART-TIME	96,417	110,535	53,144	104,000	120,974
131 OVERTIME	29,025	28,480	11,095	28,480	30,000
146 PRODUCTIVITY INCENTIVE	625	480			480
151 WRS/RETIREMENT	18,497	22,410	10,581	21,920	23,126
152 F.I.C.A.	17,353	20,426	9,409	20,000	21,395
155 HEALTH INSURANCE EXPENSE	69,383	51,283	25,642	51,283	51,283
156 GROUP LIFE INSURANCE	827	1,000	550	870	1,000
158 MEDICARE CONTRIBUTION	4,228	4,778	2,201	4,680	5,007
TOTAL PERSONAL SERVICES	402,002	429,326	205,327	420,917	446,865
219 OTHER PROFESSIONAL SERVICES	7,354	3,754	3,269	3,754	7,531
221 ELECTRICAL	44,943	52,000	24,473	49,000	52,000
222 NATURAL GAS	6,805	15,000	5,432	10,000	15,000
223 STORM WATER UTILITY	106,093	113,800	44,498	113,800	113,800
224 WATER	3,742	3,992	2,070	3,800	3,992
226 CELLULAR/WIRELESS SERVICE COST	551	750	191	750	820
227 TELEPHONE - EQUIPMENT/CALLS	4,052	4,175	2,038	4,200	4,175
231 COMMUNICATIONS EQUIPMENT		800		500	1,000
232 OFFICE EQUIPMENT	519	600	256	600	630
241 HEATING & AIR CONDITIONING	4,162	3,500	1,413	3,500	3,500
242 ELEVATOR	1,335	1,020	279	1,000	1,020
243 CLEANING CONTRACT-BLDG	364	600		600	600
246 OTHER BLDG MAINTENANCE	4,568	7,500	7,677	8,000	7,500
248 OUTSIDE LIGHTING REPAIRS		1,500		750	1,500
249 OTHER GROUNDS MAINTENANCE	1,673	1,500		1,500	1,750
261 MILEAGE		1,400		500	500
263 MEALS & LODGING		500		500	250
264 REGISTRATION		140		140	140
271 STATE INS POLICY FIRE&EXT COV	8,117	8,981		8,300	8,981
273 CVMIC LIABILITY	2,795	3,100		2,900	3,100
275 AVIATION LIABILITY	8,500	8,500	8,670	8,670	8,700
276 AUTO POLICY	922	2,425		1,500	2,425
277 BOILER INSURANCE	121	180		150	180
278 EXCESS W.C./W.C. PREMIUM	637	740		700	740
282 EQUIPMENT RENTAL	11,280	12,200	8,460	12,200	12,200
TOTAL CONTRACTUAL SERVICES	218,533	248,657	108,726	237,314	252,034
311 OFFICE SUPPLIES/PRINTING	665	750	467	750	750

521 AIRPORT FUND
09 OTHER

1 AIRPORT

DESCRIPTION	ACTUAL 2016	REVISED 2017	6 MO YTD 6/17	ESTIMATED 2017	2018 ADOPTED BUDGET
322 SUBSCRIPTIONS & BOOKS					84
323 MEMBERSHIP DUES	675	720	484	834	820
341 VEHICLE FUEL CHARGE/OIL/ETC	18,304	25,765	7,377	23,000	26,255
342 CENTRAL GARAGE LABOR CHARGES	28,914	19,000	1,771	19,000	19,000
343 CENT. GARAGE-PARTS&MAT. CHARGES	21,969	11,000	2,720	11,000	11,000
344 OUTSIDE MATERIAL & LABOR	18,360	19,277	7,319	19,277	19,277
351 ROAD SALT/BRINE	22,286	17,735	26,829	26,829	30,800
353 HORTICULTURAL SUPP-FERT ETC	3,037	3,250	2,349	3,250	3,250
355 CEMENT ASPHALT&CRACKFILL	28	300			300
357 BUILDING MATERIALS	70	500	517	517	1,100
361 SMALL TOOLS	409	800	480	500	1,300
362 OFFICE FURNITURE & EQUIPMENT	744				
363 COMPUTER HARDWARE	487				
367 CLOTHING & UNIFORM REPLACEMENT	729	800	586	800	800
369 OTHER NON CAPITAL EQUIPMENT	1,540	600	1,937	1,937	1,000
371 PAVEMENT MARKINGS		3,500			2,500
372 TRAFFIC SIGNS & HARDWARE		500		250	500
375 ELECTRICAL SUPL TRAF&ST LHTG	4,866	5,500	2,891	5,000	5,500
382 HOUSEKEEPING-JANITORIAL SUPPLI	2,524	2,700	1,360	2,700	2,700
385 BATTERIES	271	500	279	300	500
TOTAL MATERIALS AND SUPPLIES	125,878	113,197	57,366	115,944	127,436
539 DATA PROCESSING - OTHER			4,081	4,081	
TOTAL CAPITAL OUTLAY-PURCHASE			4,081	4,081	
916 DEPR BLDGS & MAINTENANCE AREA	37,915	37,915		37,915	37,915
917 DEPR LAND IMPROVEMENTS	91,782	91,800		91,045	85,275
919 DEPR OTHER EQUIPMENT	20,337	61,100		69,560	61,840
920 DEPR CONTRA CONTRIBUTED CAP	151,886	140,000		155,415	155,415
933 INDIRECT COST ALLOCATION	48,396	48,396	12,099	48,396	48,396
TOTAL OTHER	96,544	99,211	12,099	91,501	78,011

DEPARTMENT TOTAL 842,957 890,391 387,599 869,757 904,346

Less Depr

746,413

791,180

778,256

826,338

Airport

The County owns and operates a General Aviation airport located just west of Fond du Lac at N6308 Rolling Meadows Drive. Fond du Lac Skyport is the Fixed Base Operator for the airport and the FBO operates out of a combination terminal/aircraft maintenance and repair facility. Fond du Lac Skyport offers aircraft maintenance and repair, flight instruction, charter flights and aircraft rentals.

The airport consists of a main north/south runway, 75' by 5,560', and a cross-runway of 75' by 3,603'. The airport is located at Latitude 43°46'18.6" N Longitude 88°29'26.0" W, elevation 809.2.

The airport has been modernized over the last 15 years with the reconstruction and lengthening of its main runway and taxiways.

All airport related county codes and ordinances may be found in Chapter 18, County Code of Ordinances.

John Wehner
Airport Manager
wehnerj@charter.net
160 South Macy Street
Fond du Lac, WI 54935
Phone: (920) 926-0653
Cell: (920) 904-2143



NEWS

No results found.

EVENTS

No results found.

FDL. SWRA

Runway	5,560	2,302
		6,701
	3,603	5,004

<p>FOND DU LAC COUNTY DEPARTMENT GOALS -- 2018</p>
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DEPARTMENT:	FOND DU LAC COUNTY AIRPORT
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PURPOSE:

To maintain the FDL Airport at the high standard expected by corporate users and set by the FAA, keep pace with the needs of general aviation and the business and industries and future business of Fond du Lac County.

GOALS:

Continue development at Airport Industrial Park and Corporate hangar area.
Construction of new transient hangar/SRE building.

ACCOMPLISHMENTS:

Increase in corporate fuel sales.
Maintain strong on field corporate relations.
Maintain relationships with State BOA officer.
Receive BOE approval for engineering of new SRE/Hangar.
New RNAV Approach for runway 18 adopted.

FOND DU LAC COUNTY, WISCONSIN
COST CENTER BUDGET
For the Eight Months Ending August 31, 2017

Description	Prior Year Actuals	Last Year Actuals	Current Year Amended Budget	Current Year Actuals 08/31	Current Year Projected 12/31	2018 Requested Budget	2018 Co Exec Proposed Budget
PWK - Public Works							
7701 - AIRPORT							
40000 - TOTAL REVENUES							
41000 - TAXES							
41100 - PROPERTY TAXES	(48,295)	(20,400)	(41,800)	(41,800)	(41,800)	(844,795)	(844,795)
Total - 41000 - TAXES	(48,295)	(20,400)	(41,800)	(41,800)	(41,800)	(844,795)	(844,795)
46000 - PUBLIC CHRGS FOR SERVICE							
46570 - PUBLIC CHRGS-PUBLIC WORKS							
46574 - Fees-EAA	(4,270)	(6,480)	(4,400)	-	-	-	-
46575 - Fees-Fuel Flow	(44,860)	(38,081)	(32,600)	(18,362)	(37,000)	(37,000)	(37,000)
46584 - Fees-Rental-Bldg/Land	(70,953)	(79,596)	(77,000)	(76,151)	(77,000)	(77,000)	(77,000)
Total - 46570 - PUBLIC CHRGS-PUBLIC WOR	(120,082)	(124,156)	(114,000)	(94,514)	(114,000)	(114,000)	(114,000)
Total - 46000 - PUBLIC CHRGS FOR SERVICE	(120,082)	(124,156)	(114,000)	(94,514)	(114,000)	(114,000)	(114,000)
47000 - INTERGOVT CHRGS FOR SERVICE							
47570 - INTERGOVT CHRGS-PUBLIC WORKS							
47596 - Rental-Land-Comm Gardens	(500)	(500)	(500)	(500)	(500)	(500)	(500)
Total - 47570 - INTERGOVT CHRGS-PUBLIC WOR	(500)	(500)	(500)	(500)	(500)	(500)	(500)
Total - 47000 - INTERGOVT CHRGS FOR SERVIC	(500)	(500)	(500)	(500)	(500)	(500)	(500)
48800 - OTHER REVENUE							
48820 - INSURANCE RECOVERIES	-	(3,804)	-	-	-	-	-
48840 - MISCELLANEOUS REVENUES							
48841 - Conlrb Captl-Co/State/Fed	(1,453,076)	-	(144,000)	-	(144,000)	(800,000)	(800,000)
Total - 48840 - MISCELLANEOUS REVENUES	(1,453,076)	-	(144,000)	-	(144,000)	(800,000)	(800,000)
48882 - SALE-CO EQPMT/PROP-NON TAX	(5,200)	(3,750)	-	-	-	-	-
Total - 48800 - OTHER REVENUE	(1,458,276)	(7,554)	(144,000)	-	(144,000)	(800,000)	(800,000)
49990 - CARRY-OVER REVENUE	(65,000)	(55,900)	(23,000)	(23,000)	(23,000)	-	-
Total - 40000 - TOTAL REVENUES	(1,892,153)	(208,510)	(323,300)	(159,514)	(323,300)	(1,359,295)	(1,359,295)
50000 - TOTAL EXPENSE/EXPEND							
51000 - SALARIES/WAGES							
52100 - SALARY-MGMT/PROF							
52110 - Reg Salary-Mgmt/Prof	31,397	31,551	-	-	-	-	-
Total - 52100 - SALARY-MGMT/PROF	31,397	31,551	-	-	-	-	-
52200 - WAGE-CLER/TECHNICAL							
52210 - Reg Wage-Cler/Technical	32,058	32,272	76,480	47,472	76,480	76,480	76,480
Total - 52200 - WAGE-CLER/TECHNICAL	32,058	32,272	76,480	47,472	76,480	76,480	76,480
Total - 51000 - SALARIES/WAGES	63,455	63,823	76,480	47,472	76,480	76,480	76,480
60000 - EMPLOYEE BENEFITS							
61000 - EMPLOYEE BENEFITS							
61101 - Social Security (FICA)	4,779	4,877	5,855	3,817	5,855	5,855	5,855
61107 - Retirement (Employer)	2,163	4,753	2,890	1,970	2,890	2,850	2,850
61211 - Worker Compensation Insur	1,850	1,721	1,725	1,830	1,830	1,830	1,830
Total - 61000 - EMPLOYEE BENEFITS	8,792	11,351	10,470	7,617	10,575	10,535	10,535
Total - 60000 - EMPLOYEE BENEFITS	8,792	11,351	10,470	7,617	10,575	10,535	10,535
70000 - GENERAL EXPENSE/EXPEND							
71000 - GENERAL OPERATING EXP							
71100 - General Supplies	9,897	6,808	10,150	5,043	7,750	11,650	11,650
71170 - Misc Eqpm/Furnishings	-	598	700	-	700	700	700
Total - 71000 - GENERAL OPERATING EXP	9,897	7,406	10,850	5,043	8,450	12,350	12,350
71400 - PURCHASED PROPERTY SERV							
71424 - Pump Holding Tanks	6	-	20	-	20	20	20

Loss Taxes & Capital

190,782 188,110 281,500 281,500 114,500 114,500

FOND DU LAC COUNTY, WISCONSIN
COST CENTER BUDGET
For the Eight Months Ending August 31, 2017

Description	Prior Year Actuals	Last Year Actuals	Current Year Amended Budget	Current Year Actuals 08/31	Current Year Projected 12/31	2018 Requested Budget	2018 Co Exec Proposed Budget
PWK - Public Works							
7701 - AIRPORT							
71440 -Repair/Maintenance	38,914	14,789	18,500	1,110	13,000	19,200	19,200
71468 -Waste Disposal	2,537	2,463	3,000	1,668	2,500	3,000	3,000
71470 -Water/Sewer	1,676	1,735	1,800	1,330	1,800	1,800	1,800
Total - 71400 -PURCHASED PROPERTY SER	43,133	18,988	23,320	4,108	17,320	24,020	24,020
71600 -OTHER PURCHASED SERVICE							
71590 -Insurance Costs	10,454	10,940	11,300	10,207	10,207	11,070	11,070
71570 -Postage	33	-	-	-	-	-	-
71590 -Utilities	8,056	8,208	7,250	4,607	6,740	7,660	7,660
Total - 71500 -OTHER PURCHASED SERVICE	18,543	17,148	18,550	14,814	16,947	18,730	18,730
72300 -FEES							
72303 -Fees-License/Permit	130	130	130	130	130	130	130
72377 -Fees-Weather Network	-	-	400	-	-	-	-
Total - 72300 -FEES	130	130	530	130	130	130	130
73330 -CONTINGENCY	-	-	5,750	-	-	-	-
73340 -DISASTER/FIRE EXPENSES	-	12,197	-	-	-	-	-
73348 -EAA EXPENSE	2,411	3,520	4,000	3,168	3,500	4,000	4,000
78600 -INTERDEPT CHRG FOR SERV							
78510 -Genl Maint-Labor/Fringe	-	152	800	-	-	500	500
78531 -Information Systems	1,700	1,700	1,700	1,133	-	1,700	1,700
78540 -Highway-Gas/Oil	951	671	700	384	700	700	700
78545 -Hwy-Vehicle Repair/Mainl	4,687	7,270	10,000	1,253	7,000	10,000	10,000
78550 -Indirect Cost Allocation	150	150	150	150	150	150	150
Total - 78500 -INTERDEPT CHRG FOR SERV	7,488	9,943	13,350	2,920	7,850	13,050	13,050
Total - 70000 -GENERAL EXPENSE/EXPEND	79,602	69,332	76,350	30,184	54,197	72,280	72,280
90000 -CAPITAL PURCHASES							
91010 -BUILDINGS	-	-	160,000	-	160,000	1,200,000	1,200,000
91120 -COMPUTER HARDWARE	3,480	-	-	-	-	-	-
91302 -LAND IMPROVEMENTS	1,348,908	-	-	-	-	-	-
93000 -MACHINERY/EQUIPMENT	109,422	18,125	-	-	-	-	-
93100 -OFFICE EQPMT/FURNISH	-	-	-	580	-	-	-
93299 -CONTR/OUTLAY TO ASSET	(1,461,536)	(18,125)	-	-	-	-	-
93300 -DEPRECIATION							
93310 -Depreciation-Land Imprv	426,344	494,547	-	-	-	-	-
93320 -Depreciation-Buildings	44,344	44,344	-	-	-	-	-
93322 -Depreciation-Bldg Imprv	1,302	1,302	-	-	-	-	-
93330 -Depreciation-Mach/Eqpt	7,668	22,143	-	-	-	-	-
93331 -Depreciation-Vehicles	17	-	-	-	-	-	-
Total - 93300 -DEPRECIATION	479,675	562,336	-	-	-	-	-
Total - 90000 -CAPITAL PURCHASES	479,929	562,336	160,000	580	160,000	1,200,000	1,200,000
Total - 60000 -TOTAL EXPENSE/EXPEND	831,777	706,843	323,300	85,853	301,252	1,359,295	1,359,295
Less Cap & Deprec			163,300		141,252	159,295	159,295
Total - 7701 - AIRPORT	(1,060,376)	498,332	-	(73,961)	(22,048)	-	-

*Tax & 2nd Expend
a Adj'd - Oper d*

*132 142 472 472
262 302*